TRANSIT ISSUE: CALGARY—BOOM CITY WITH BIG PLANS

March 4, 1968

RAILWAY AGE

THE TRANSPORTATION WEEKLY

AN EXCLUSIVE INTERVIEW WITH MTA CHAIRMAN WILLIAM J. RONAN

How New York sold mass-transport to the voters

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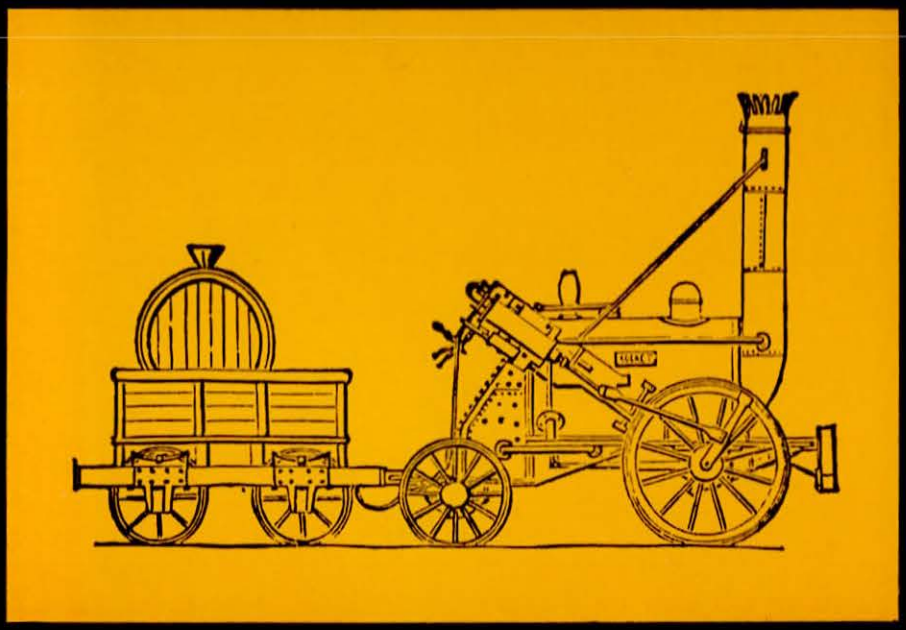

stock

Back in the early 1830's private stock was really private. There weren't any connections with other lines. The new railroads just put a wagon body on a four-wheel frame and off it went. As the demand for faster and better freight service increased, so did the size and complexity of the cars. Rigid frames were replaced by journal boxes and trucks to distribute heavier loads evenly on the light tracks. Cars were modified to haul special cargo; iron coal hoppers were first used about 1850, the first refrigerator car took a load of butter from Ogdensburg, New York to Boston in 1851. The car was insulated with sawdust and stocked with ice.

The roads grew. So did the length of trains and hazards of the trip. Lincoln pin couplers and handbrakes were replaced by the automatic coupler and air brakes, improving safety enroute. Telegraph connections assured a clear track. And the adoption of standard time kept everybody synchronized.

As track became a standard gauge across the nation, private stock became less and less private. Freight cars today are nomads of the rails traveling from line to line, sometimes not returning home for a year or more. To keep track of them is a full time job for hundreds of people at their home road. Also, the increasing complexity of the railroad business is evident in the types of cars. The covered hoppers with aluminum bodies, piggybacks, tankers of exotic chemicals, and innumerable others. To keep pace with progress, railroads are seeking help, and getting it, from all types of specialized suppliers. From forgers and fabricators of cars like BF&F, to manufacturers of radio equipment.

Unlike the air line and trucking industry, the railroads have received little assistance from the government. They and their suppliers are going it alone. Proving privately owned bulk transportation by rail is more economical and more efficient than any other kind.

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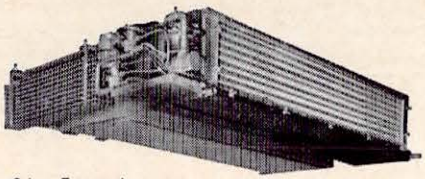
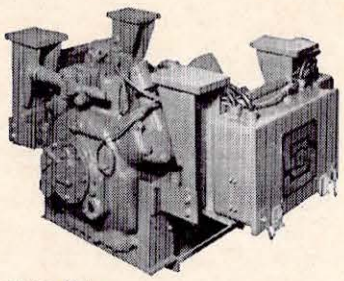
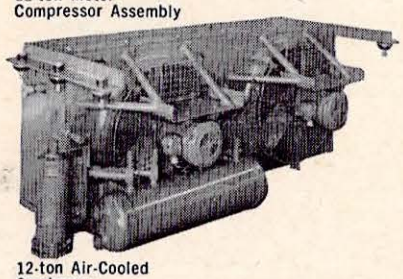


6-ton Evaporator and Blower Assembly, overhead unit



12-ton Motor-Compressor Assembly



12-ton Air-Cooled Condenser

These units are part of the **Safety** Equipment which provides the air-conditioning for cars on the new high-speed Northeast Corridor trains. A motor-compressor assembly, air-cooled condenser unit, and a motor starter and control panel are each separately mounted under each car. Two six-ton evaporator and blower assemblies are installed above the ceiling, one at each end of the car.

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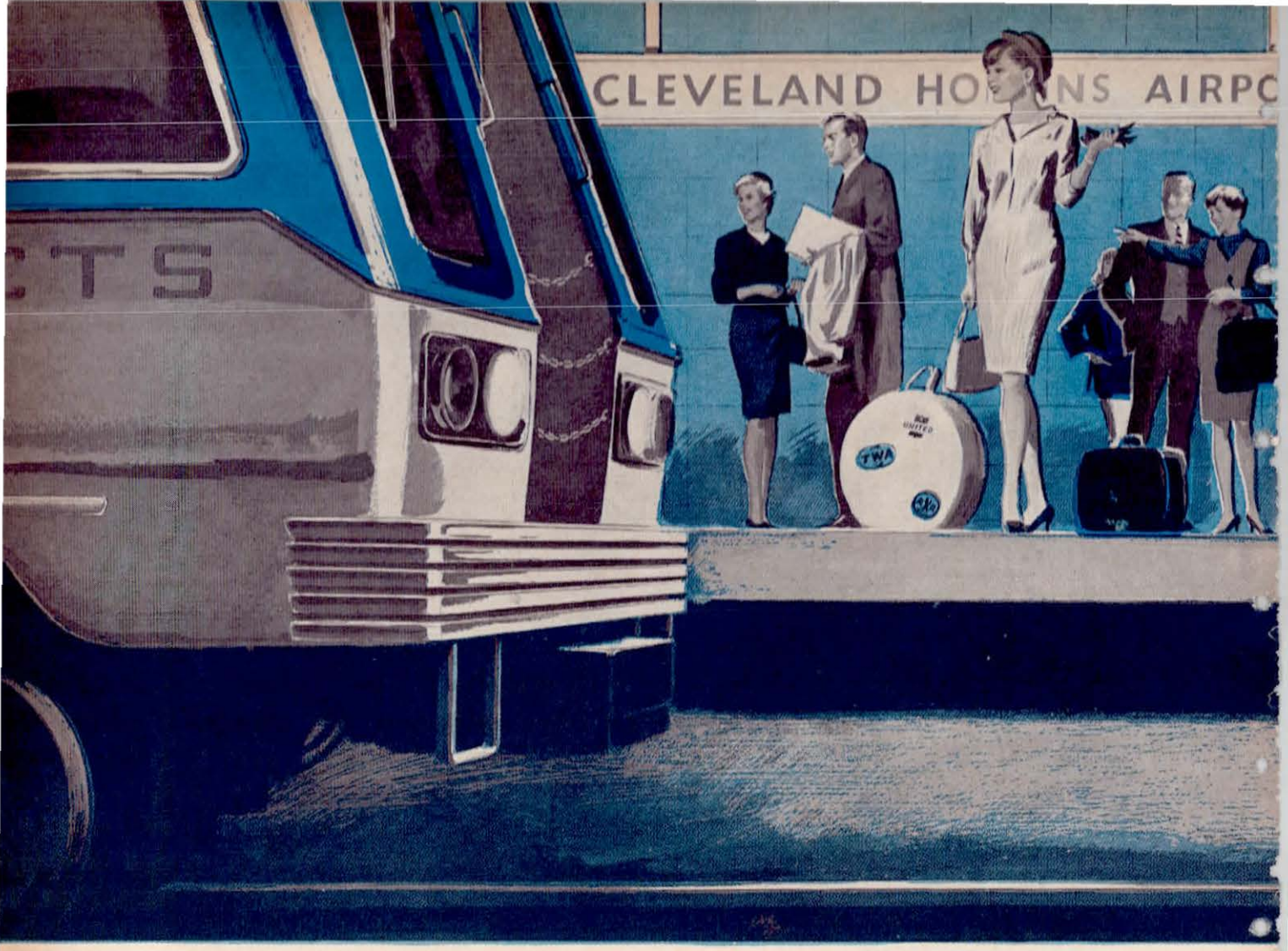

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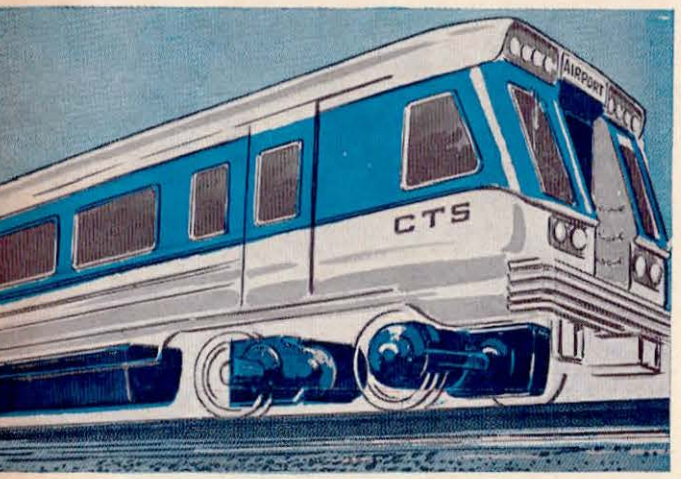
Airport to Downtown Cleveland by Rapid Transit



General Electric propulsion systems will speed new CTS to the airport.

GE PROPULSION SYSTEMS WILL PROVIDE FAST, DEPENDABLE SERVICE FOR CTS PASSENGERS

By mid-1968, the Cleveland Transit System's extension to Hopkins International Airport will make Cleveland the first city in the nation to enjoy rapid transit service from center city direct to the air terminal. This speedy, dependable service will use General Electric high-performance propulsion systems in the 20 new rapid transit cars ordered for the airport extension.

High-performance equipment was chosen because it has the rapid acceleration and deceleration characteristics required to provide an attractive alternative to other forms of transportation. Selection of General Electric equipment will provide the Cleveland Transit System with years of dependable service.

For more information write: Metropolitan Transportation Development, General Electric Company, Bldg. 3-42A, Erie, Pennsylvania 16501. 605-05

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RAILWAY AGE

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. . . AND COMING NEXT WEEK

Saving time and money and providing better service to a Union Camp Corp. paper mill is what the Gulf, Mobile & Ohio is accomplishing with an automatic route-setting system. The setup will be described in the March 11 Railway Age. Key to the system is a caboose-carried coil. The coil actuates circuits to precondition a junction switch and route-governing signals where the mill spur takes off from the GM&O main line.

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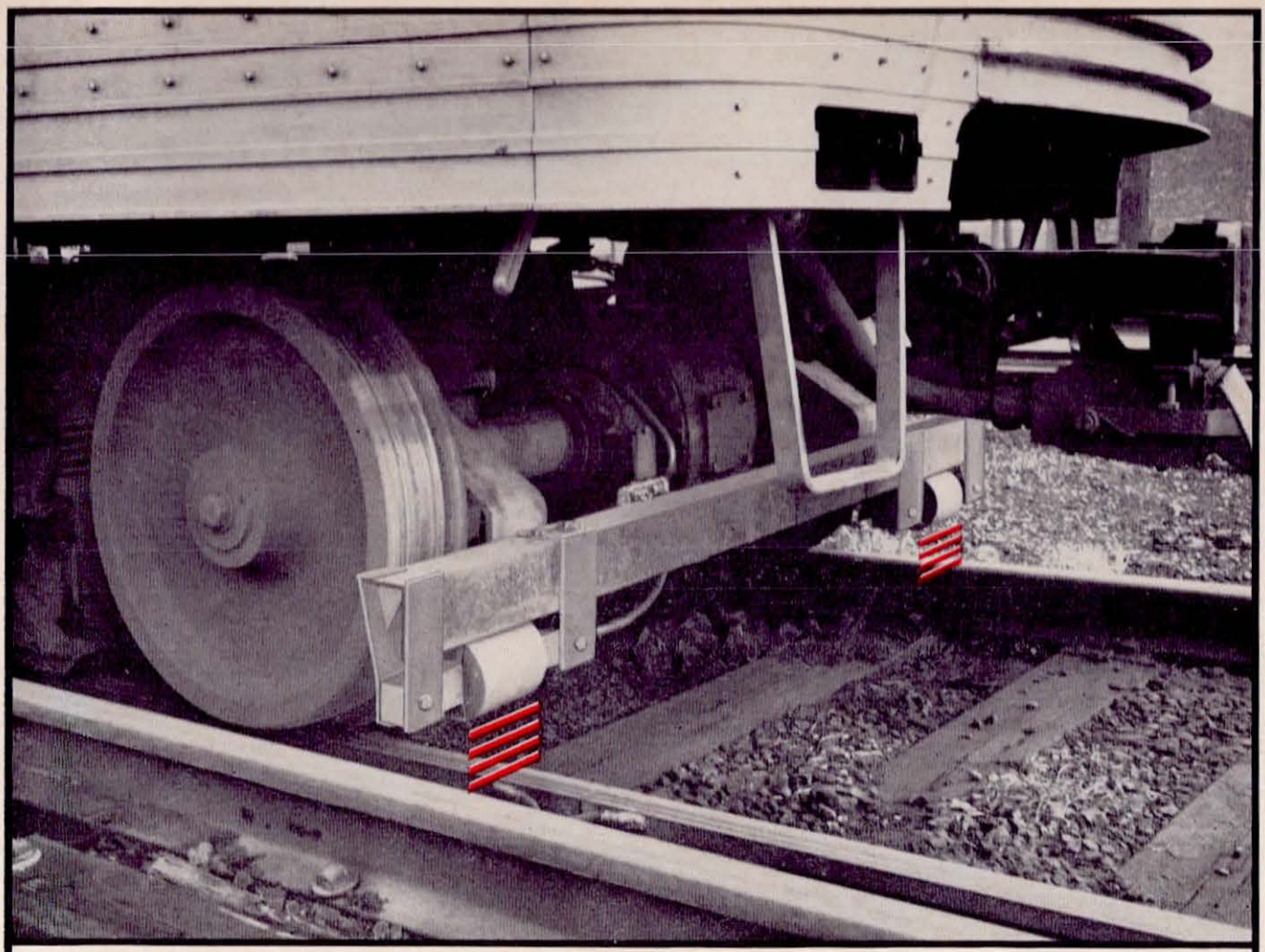


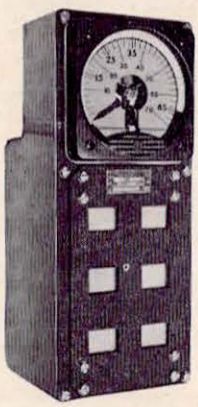
Invisible bonds

Through these six-inch air gaps flows a stream of intelligence to control the train—friction-less, fail-safe communication without physical contact.

This principle is used for GRS train control, for displaying cab signals, for enforcing speed control, and for systems providing completely automatic operation.

The latest GRS improvement in rapid transit control systems is the high-frequency track circuit. It eliminates the need for insulated joints, uses lightweight track-mounted equipment, and combines modular design with solid-state plug-in components.

GRS has over 60 years experience in this specialized field of control. Call on our controls group for more information.



Onboard cab signal and speed indicator.

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SHORT AND SIGNIFICANT

Pittsburgh ready to roll out the red carpet

For transit operators, planners, consultants and suppliers (actual and would-be), all roads next week will lead to Pittsburgh. The Steel City will play host to more than 1,000 delegates from the U.S. and about a dozen foreign countries during the two-day (March 11-12) Third International Conference on Urban Transportation, sponsored by the Pittsburgh Urban Transit Council. Among the speakers will be two Cabinet officers (Secretaries Alan S. Boyd of the Department of Transportation and Robert C. Weaver of the Department of Housing and Urban Development); Governors Raymond P. Shafer of Pennsylvania and Otto Kerner of Illinois; Senators Gordon Allott of Colorado and Harrison A. Williams of New Jersey; George E. Keck, president of United Airlines; and John R. Moore, president of the aerospace and systems group, North American Rockwell Corp.

Rent-a-Train spurs building of new terminal

Cargill, Inc., the Minneapolis-based international farm products firm, will build a big new export terminal at Gibson City, Ill. Scheduled to be in operation by early October, the new terminal will have storage space for 4 million bushels of corn, and dryers capable of conditioning some 10,000 bushels per hour. A spokesman said the new terminal is designed to make "new transportation economies, such as Rent-a-Train rates published by the Illinois Central Railroad, available to country elevator operators in the area." These rates allow shippers to rent and operate whole trains on a year-round basis. Cargill will buy grain from country elevators and ship it aboard trains made up of 115 100-ton hopper cars from the Gibson City terminal to the Cargill export elevator at Baton Rouge, La.

Retirement, unemployment benefits go up

Railroad Retirement beneficiaries will find improved benefits reflected in their checks beginning April 1, as a result of new legislation backed by both management and labor and given final approval last month. Retirement benefit increases, retroactive to February, will range from $10 to $21 for retired employees and from $5 to $17 for wives and survivors. Other changes, to be made effective July 1, involve increases in maximum daily unemployment and sickness benefits as well as a lengthening of the period during which certain qualified employees may draw sickness benefits.

Senator Allott blames train-offs on mail diversion

Senator Gordon Allott (R.-Colo.) asserted in a recent speech on the floor of the Senate that "the declining number of passenger trains . . . unquestionably has been brought about by the discontinuance of Railway Post Office cars." Allott cited (1) a survey by the National Association of Railroad Passengers showing the sharp increase in train-offs after last year's wholesale diversion of mail from railroads to air lines and highway carriers; and (2) a Railway Age editorial, published Feb. 12, on the deterioration of mail service following the RPO discontinuances. Both items were inserted in the Congressional Record.

Rail-transit tour of Europe filling rapidly

Plans have been completed for the third annual Rail-Transit Seminar Tour of Europe (sponsored by Railway Age), and more than half of the available space on the tour has now been reserved, according to RA Publisher Robert G. Lewis, who will conduct the group through Europe. The tour leaves New York May 6 and returns on May 20. Inspection visits and seminars will be held in Munich, Vienna, Budapest, Moscow, Leningrad and Stockholm. A concluding session will be held in Montreux, Switzerland. Among those already signed up for the tour are leading planners, consultants and suppliers from New York, Washington, St. Louis, Baltimore, Boston, San Francisco and Chicago. Details are available from the Editor, Railway Age, 30 Church St., New York, N.Y. 10007.

MONDAY MORNING REPORT

WHAT WENT WRONG IN SEATTLE?

A wave of gloom went through the transit industry when news got around that Seattle's $385-million bond issue for transit failed to get voter approval in a Feb. 13 referendum. But the people who campaigned actively for the measure—Mayor J. D. Braman, the Forward Thrust Citizens Committee and others—have not given up hope. They're analyzing the results intensively to see what went wrong, and hope to change the voter's minds later on.

IT LOOKED LIKE A SURE THING, ALL ALONG

Ironically, 50.8% of the voters endorsed the measure; it lost only because state law required 60% approval. Furthermore, preliminary analysis showed voting to be heavily favorable in suburban areas. Endorsements for the measure had come from newspapers, TV, business and community leaders, the State Highway Commission and the governor.

. . . BUT SOME TACTICAL MISTAKES WERE MADE

The leaders of the campaign have some pretty strong hunches as to what went wrong. One is that the referendum covered 13 different measures—an $812-million package for voters to approve—and transit got lost in the shuffle. Other measures that lost out at the same time were proposals for flood control and construction of a community center. In other words, voters against heavy spending in general zeroed in on several projects at once, not just transit.

OVERCONFIDENCE IS PARTLY TO BLAME

But a persistent feeling among Seattle officials is that their big mistake may have been overconfidence. Straw polls in the months before the referendum indicated they were ahead—and they let down their guard in the home stretch. An ad hoc committee of citizens issued some figures purporting to show how poor transit ridership is generally, and the media gave them equal time, on the eve of the election—before transit supporters could rebut the arguments. At the same time, the local chapter of a professional engineering society attacked the transit program on the ground that it includes diesel buses, as well as rapid transit—and they were against spreading diesel fumes!

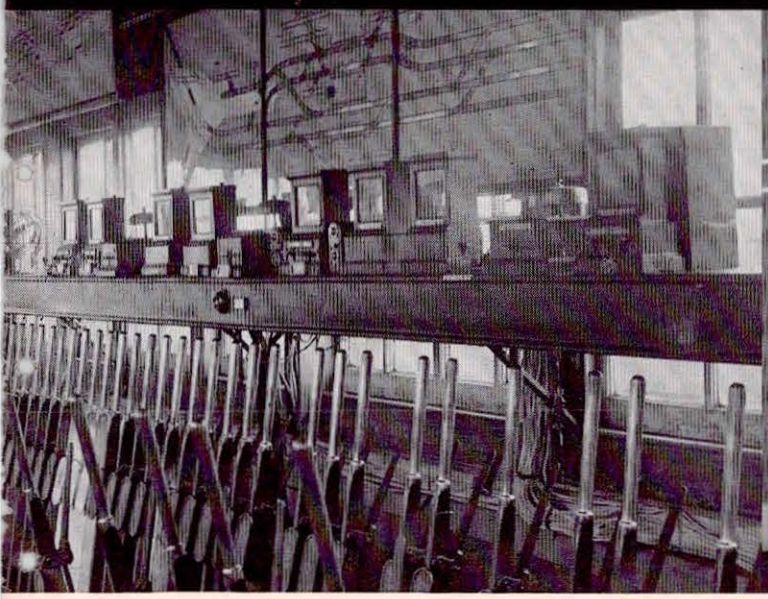
STILL—THAT WAS ONLY ROUND ONE

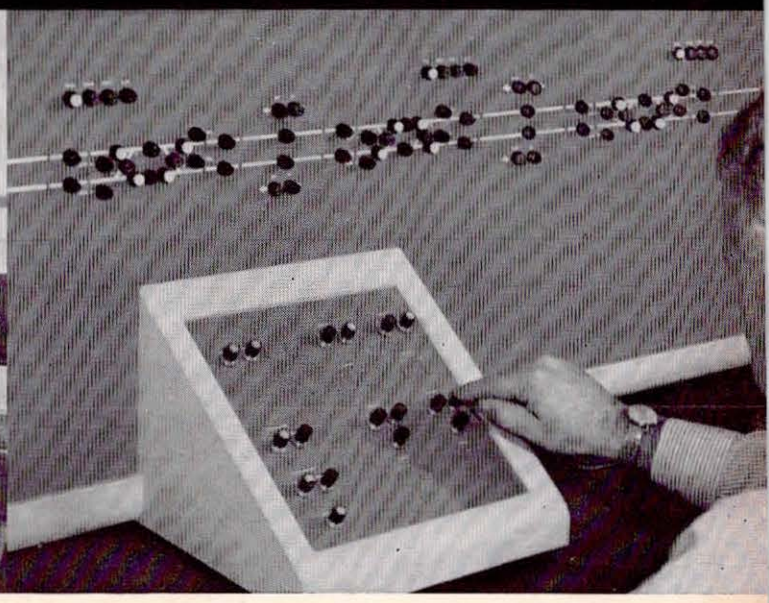
None of these factors may have been the decisive one. But added together, they made the difference between victory and defeat. Mayor Braman and others who fought for the measure take the attitude—We have lost a battle, we haven't yet lost the war. It's a sure thing that they will try again—but after some reappraisals of strategy have been made.

—JOE ASHER, TRANSIT EDITOR

Which would you choose?

hand model... head model





The answer is obvious—brains over brawn every time! But what isn't obvious is why there *still* exist today attended interlocking controls like the one shown above, particularly in this Electronic Age of integrated circuit techniques and coding systems. When the push of a console button can route a train through an interlocking or over a controlled section of line, including selection of route and switch positioning, then who needs a "hand" model? That's why Servo developed a modern head model.

We call it Servoscan™. That's right, the same family name that introduced the Servosafe® Hot Box Detective System to the signaling and communications field.

Servoscan is a solid state remote control system with integrated circuits, designed for operation from a 12-volt source. Control outputs have lockout and cancel provisions, standard coding rate is 300 steps per second, and transmission is by frequency shift tone channels.

Now we get to the best part. Because of Servoscan's modular or "building block" design, the time and cost of systems engineering tailored to a particular application can be kept to a minimum; hence, lower prices to you. Similarly, the basic unit can be expanded or modified to provide for your future requirements.

Servoscan trouble shooting is facilitated by the use of plug-in circuit cards with test points on the front of each card. A manual step feature allows functional tests to be made with a voltmeter instead of an expensive oscilloscope.

Noise interference is nullified with the use of message security by checking message length, parity, station selection, special check bit and bit timing. Other choices of message security are available, such as two out of five, inverted word, etc.—permitting Servoscan to provide maximum performance regardless of system characteristics.

Lastly, Servoscan can accommodate a number of functions with capacities ranging from 16 to 64 addresses in the solid state models. And, of course, Servoscan is available in single station relay systems with capacities for 25 or 50 controls and indications.

We think Servoscan beats all other head models . . . hands down! But, then, we're prejudiced. Find out for yourself. Write to Mr. Vincent J. Niederriter, Sales Dept., for more detailed information.

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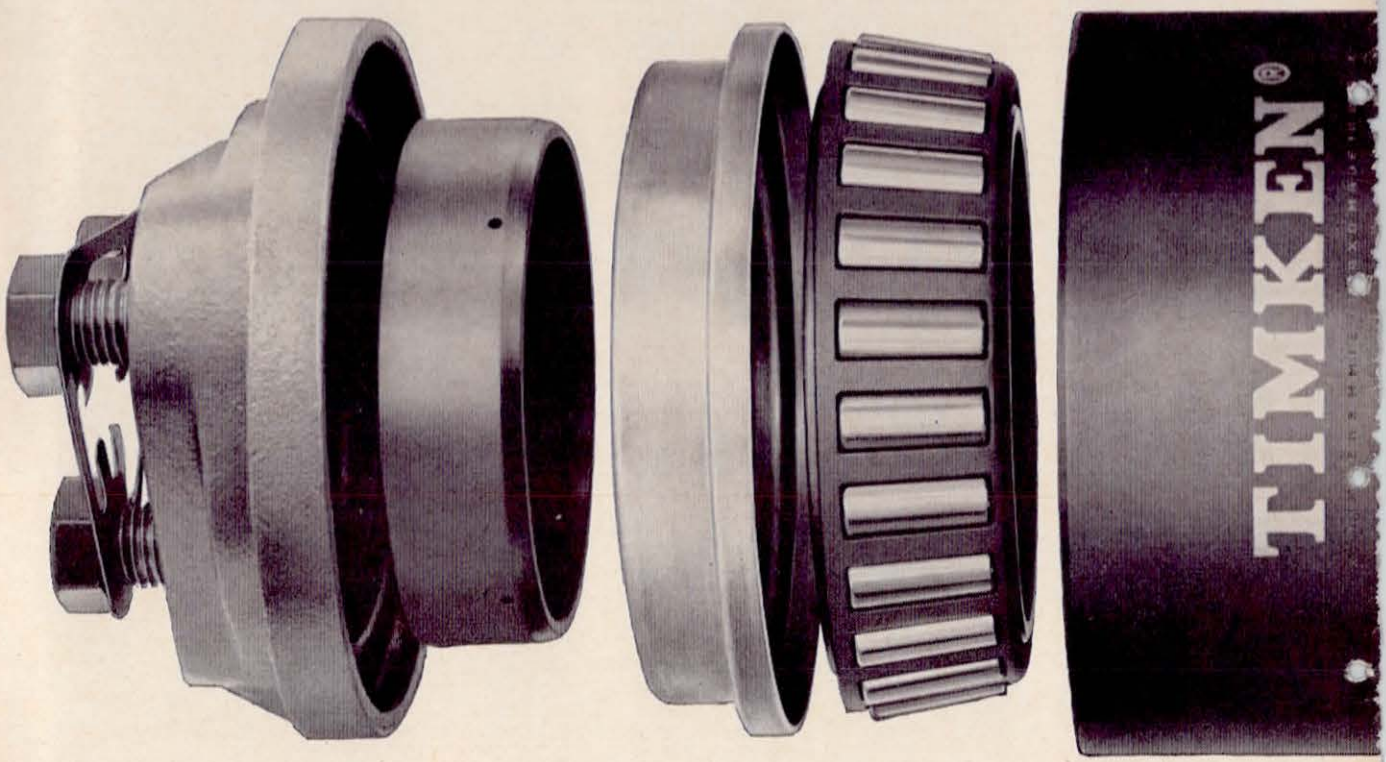
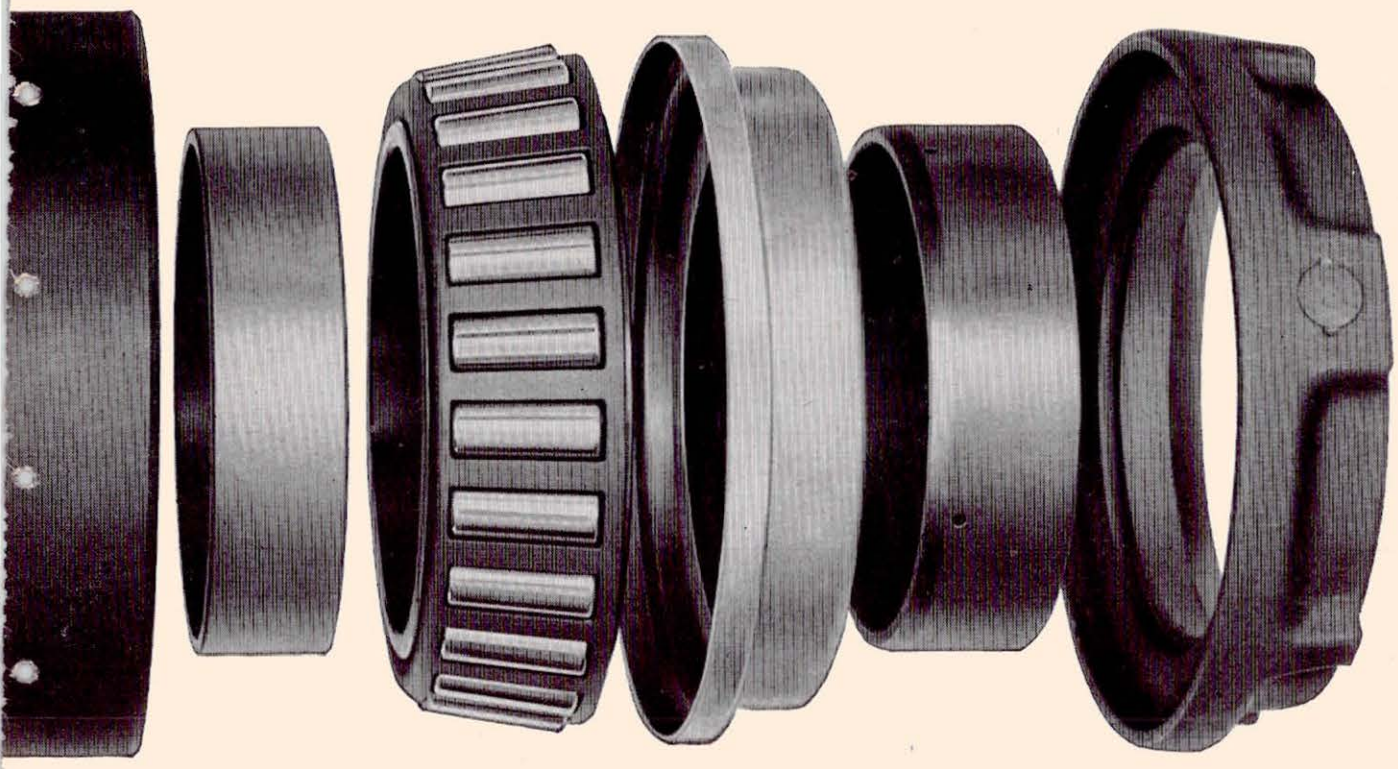


GUTS

A bearing needs guts to handle today's (and tomorrow's) bigger loads and greater speeds. That's why more and more railroads are using Timken® bearings in high-speed, high-mileage service.

The picture shows the basic parts of a Timken® "AP" (All-Purpose) railroad bearing. It's the guts of the roller bearing that's leading the way on America's modern freight cars. Two cone assem-



blies, two seals, two seal wear rings, axle end-cap, cone spacer, cup and backing ring plus the locking plate and three cap screws.

From the outside, all roller bearings for freight cars look pretty much alike. But it's the *unseen* quality that's built into each of these parts that makes the difference . . . the difference between bearings that *look* like this and the Timken "AP" tapered roller bearing. Only Timken tapered roller bearings have the proved performance you have the right to expect.

Timken bearings are precision made of fine alloy steel, extra rich in nickel for toughness. Their tapered design carries both radial and thrust loads —or any combination. In short, they provide the kind of guts *your* freight cars need to compete in today's tough transportation industry. The Timken Roller Bearing Company, Canton, Ohio. Timken bearings sold in 133 countries; manufacturing in Australia, Brazil, Canada, England, France, South Africa and the United States.

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TAPERED ROLLER BEARINGS

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RAILWAY AGE
THE TRANSPORTATION WEEKLY
March 4, 1968

WEEK AT A GLANCE

ICC per-diem rules face a challenge in federal court

New time/mileage per-diem rules laid down by the ICC apparently won't go into effect Oct. 1 as scheduled. Instead, a three-judge federal court panel will have a look at the complex situation, as requested by 22 major railroads in a suit filed with the federal district court in Omaha.

In brief, the complaining roads argue that the ICC per-diem decision will have adverse effects on the public interest by aggravating freight-car shortages and promoting inefficient use of equipment. They also contend that the proposed system of rates fails to compensate car owners for their true costs of ownership and does not distribute such costs fairly among non-owning users of the equipment.

Management and labor meet at top level

Chief executives from rail management and rail labor have had an opening conference to discuss basic problems.

As a joint statment from the AAR and the Railway Labor Executives' Association put it, "Specific groundrules for the conduct of future meetings were agreed upon. The atmosphere was constructive and harmonious. There was unanimous recognition that many industry problems are of mutual importance to railroad labor and management as well as to the general public."

For Alan Boyd, an added duty: Urban transit

Transportation Secretary Alan Boyd will soon have more than a passing interest in transit cars like the one he recently inspected during a tour of the General Steel Industries plant at Granite City, Ill. *(see photo)*. President Johnson announced last week that he is asking Congress to transfer the Federal urban mass transportation program from the Housing and Urban Development Department to the Department of Transportation. The new Urban Transport Administration will be on an equal footing with the existing Federal Railroad Administration, Federal Aviation Administration, Federal Highway Administration, and Coast Guard. The President's reorganization proposal will become automatically effective in two months unless either House adopts a resolution of protest during that time.

The move was not unexpected. Big question last week was: Who will be the Urban Transportation Administrator? Reportedly, Secretary Boyd was still shopping around.

In his message to Congress, the President asserted: "To combine efficiently the facilities and services necessary for our urban centers and to improve transportation within our cities, state and local government agencies should be able to look to a single federal agency for program assistance and support. The large future costs of transportation facilities and services to the federal government, to state and local governments, and to the transportation industry makes wise investments and efficient transportation systems essential."

Shown in photo, l to r, are Edwin B. Meissner, Jr., senior vice president, GSI; Delancey J. Davis, president of GSI's St. Louis Car Division; Secretary Boyd; and GSI President Ashley W. Gray, Jr.

Truckers, railroads plan rate increases

With costs still heading up and with profit margins still shrinking, both motor carriers and railroads are preparing for a new round of freight-rate increase proposals. Indications are that selective rail rate boosts may average out at about 5%.

Trucking proposals may range even higher, especially on LTL traffic. Last year, motor carriers generally increased rates by about 3% on truckload business and by about 5% on LTL freight which makes up the bulk of the industry's traffic. Rail rate boosts, made effective last August and confirmed by the ICC Feb. 15, averaged out at approximately 3%. Labor-cost increases are a key factor in the proposed new increases. Motor carriers face a new round of wage hikes April 1, as a result of negotiations which brought settlement of contract disputes with the Teamsters a year ago.

Railroads have reached wage agreements with the largest rail union, the Brotherhood of Railway and Airline Clerks, but still face negotiations with other organizations.

Schedule set for ops' merger talks

One more indication that four operating brotherhoods are serious about merger came last week with the setting of a timetable designed to get the merger question out to a membership vote "as soon as possible."

The four unions—the Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Firemen & Enginemen, Order of Railway Conductors & Brakemen and Switchmen's Union of North America—should be on the last pre-referendum lap by May 1.

Unification documents, now being prepared by a four-man committee, will be presented to the four chief executives April 15.

GUS WELTY

LINES ON LABOR

SOMETIME, SOMEWHERE, somebody's going to figure out how to bridge the credibility gaps in rail labor-management affairs. Somehow, there has to be a way, and it has to be found.

ON MANAGEMENT'S SIDE, there's a seeming inability to succeed in translating goals to the individual employee in terms he can understand and believe. Management, for instance, talks of sharing the benefits of increased productivity. But how? Specifically, how and where is the individual going to gain, if he's to work a longer tour of duty, or if his job is to involve added responsibilities?

ON LABOR'S SIDE, there is reason to doubt that the leadership is really in tune with the membership, or that the leadership in all cases is running the organization to the long-run benefit of the majority. Union people, for instance, are determined to preserve jobs. But, to take an extreme case, if two-thirds of the membership would benefit from elimination of one-third of the available jobs, does an all-out job-preservation fight work to the advantage of most?

UNIONS PRIDE THEMSELVES on being democratic organizations. But there's a damaging flaw in the claim. For democracy to work, there has to be an informed electorate. With management communicating rather ineffectively, and with the unions' captive press communicating a one-sided story, the average dues-payer could by no stretch of the imagination be called "informed."

A CYNIC MIGHT ADD that unions suffer from an additional flaw, in that (1) a union is a political organization, and (2) the business of politics is politics, for which read "getting in office and staying there." This, too, can be a valid point. With rare exceptions, change in top union leadership comes about through death or retirement. And, while entrenched leaders may argue that they're singing the same song as the individual member, there's doubt that they always are.

THE TRADITIONAL RULES of bargaining provide that each side lead from strength and then make concessions—trade-offs—as it's forced to. In view of the relative lack of success the industry has had, however, maybe it's time to write a new rulebook. Maybe it's time to explore the possibilities of spelling out to the employee, exactly and specifically and in dollars-and-cents, how he and the majority of his co-workers will gain from proposed changes in working agreements.

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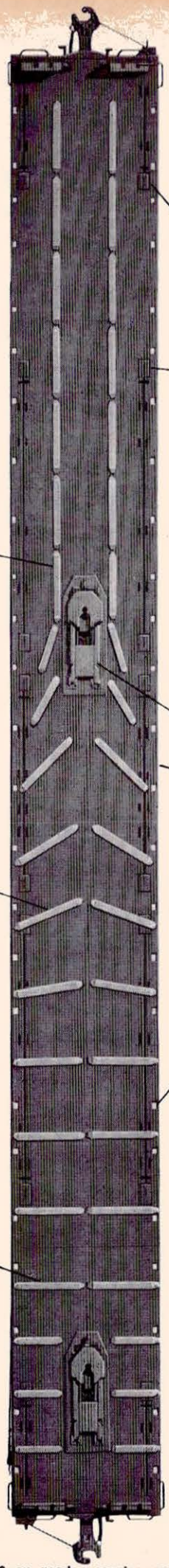
Now there's a flat car that can be converted to handle TOFC, COFC, or bulk ladings in less than 15 minutes. And only ACF has it. The new VERSA-DECK flat car.
VERSA-DECK makes every mile pay. Ship in one direction with one payload. Return with another. Time-consuming conversions between uses which once took days now can be done in minutes. ACF designed the 89′ VERSA-DECK with a flexibility greater than that of any other flat car.



It's a container car. Pedestals can be quickly raised for COFC service. And they adjust to accommodate any length container. Stored, they lie flush with the deck to permit trailer loading.

It's a piggyback car. With the adjustable guide rails in the lengthwise position, VERSA-DECK can be used for TOFC service.

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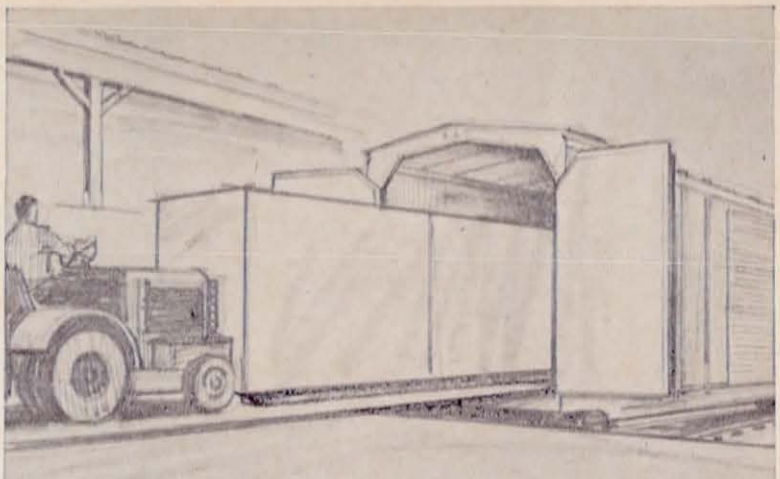

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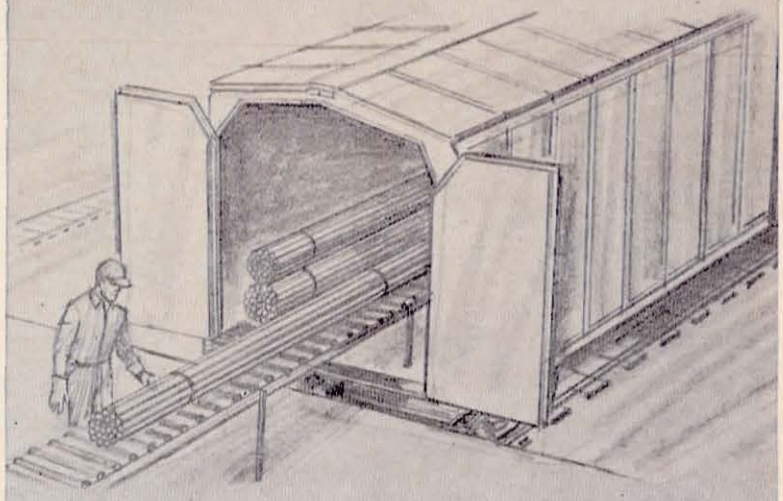

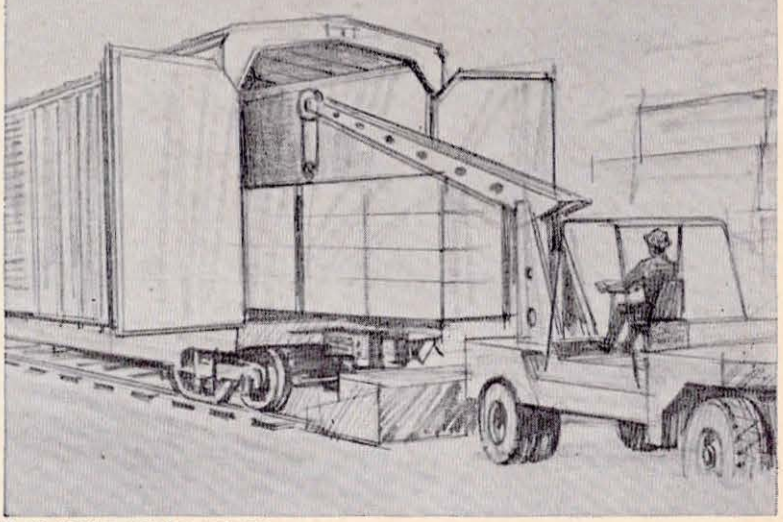

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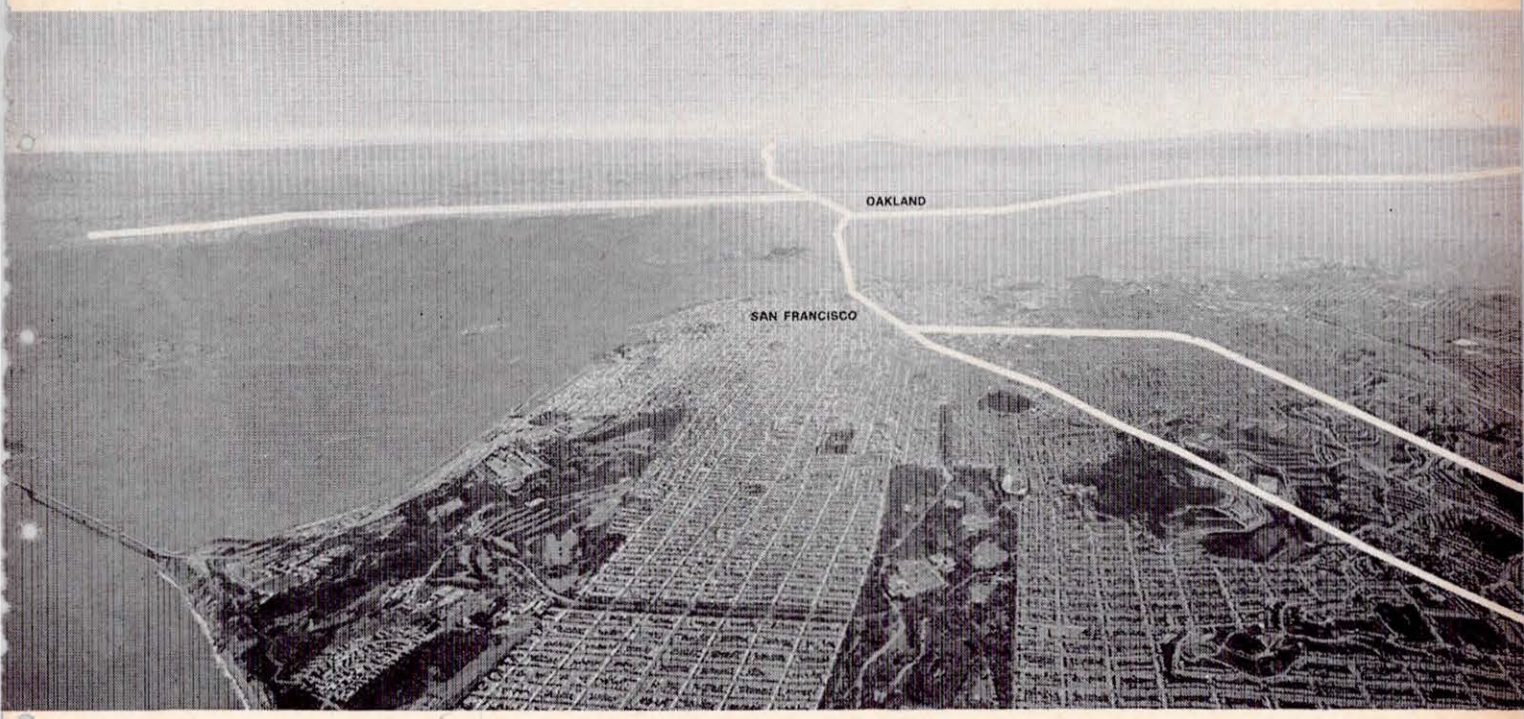

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SUCCESS STORY: MTA Chairman William J. Ronan (flanked by aide Sidney Frigand) describes New York's transportation-bond-issue campaign during recent taping session with Railway Age Editors Joe Asher and Luther Miller (foreground).

How New York sold mass transport to the voters: "We offered a balanced program"

New York may no longer be the world's biggest city, but in terms of transportation it is still a city of superlatives. On March 1 it became the home of the world's most powerful regional transport agency—the Metropolitan Transportation Authority. Two days earlier, MTA's chairman—Dr. William J. Ronan—unveiled the world's biggest urban-transport program, calling for $2.9 billion worth of rail-transit and commuter railroad improvements. How will New York foot the bill? With money generated by history's biggest bond issue ($2.5 billion). In winning overwhelming voter approval for this program, New York succeeded where other localities have failed. What can be learned from New York's experience? To find out, Railway Age Editor Luther Miller and Transit Editor Joe Asher went to MTA Chairman Ronan.

Q. Highway interests have traditionally fought the expenditure of substantial sums of public moneys for non-highway mass transportation. In your own bond-issue campaign, did you encounter opposition from these highway people?

A. One of the unique things, I think, about the New York State approach was that this was not an anti-highway approach. No one likes to Monday-morning-quarterback other efforts and we certainly wouldn't try to do so. But we have advised some of our friends who have visited with us from other parts of the country that we believe to try to sell mass transportation at the expense of the highway user isn't the best course to follow.

Very frankly, we in the state recognize the need for additional highways—we need them and need them badly in some parts of the state. We also need some additional highways in the New York metropolitan region. We're going to have more automobiles, whether we like it or not. And we will like it because it's the only form of transportation we will have for certain types of circulation on the periphery of the metropolitan region, and throughout our state. We envisage many more automobiles in the state, and therefore we need more highways.

But what we want to do here is to use the form of transportation that's most suited to the need and to the requirements of the area. Therefore, in this balanced approach to transportation—by stressing the value that the highway has, and the value that mass transportation, rail and rapid transit, have, the value that the airplane has, and making clear the need to relate each of these to each other—we did not encounter the opposition of highway groups.

Q. Did the highway interests participate actively in the campaign?

A. As a matter of fact, among the most vigorous supporters of the bond issue were the highway groups—the New York State Automobile Club did a very effective job in promoting among its members and others information with respect to the bond issue. It took a very favorable position. The people in the motor fuel field, gas station operators and so on, did also. They supported the mass transportation aspects, recognizing that more subways were needed in New York City, that the commuter railroads had to be saved, that it wasn't possible to move all the people from the suburbs into Manhattan by highways.

There was also the recognition that we have to have better access to airports, and that you can't improve access to Kennedy Airport by building more and more highways, because you simply can't get the cars into Kennedy if you build more highways; there's no place to park them. So in this way we got a balanced approach and we were not fighting the highway people.

Also, this was not a bond issue which was going to divert presently existing gasoline taxes into mass transportation. The bond issue as proposed and as passed, and as approved by the people, is a general obligation bond of the state.

I think this is very important in the success of rallying all of the transportation agencies and the modes of transportation in support of the bond issue—because here you had the active support of highway users, you had the active support of the railroad industry and the railroad unions, you had the active support of airlines and the air transport industry. They weren't fighting each other, they were all working for a common objective. I think this is a particular tribute to the leadership of Governor Rockefeller who started this whole enterprise in terms of promoting a balanced system of transportation for the state.

Q. Were there other factors which, in your view, helped to pass the transportation bond issue?

A. I would say there were a number of factors with respect to the success here in New York State. First, there had been a long buildup of interest in transportation problems. This takes us back really to the year 1959 when Governor Rockefeller first recommended to the Legislature tax relief for the railroads because of the urgency of the transportation crisis that confronted us in rail commutation.

Secondly, over the period of time from 1959 through to the vote last fall there have been very important steps taken in the whole field of transportation and transportation planning. There was the establishment of the Tri-State Transportation Commission of New York, New Jersey and Connecticut, and here the three states, first under the leadership of their governors and later by state compact, joined in planning transportation. So this helped to acquaint the public with transportation needs.

And then across the state there have been numbers of transportation land use studies sponsored by the [State] Department of Transportation, the former Department of Public Works.

On top of that, the transportation crisis is a daily occurrence to a good many people here in New York State. In the New York metropolitan area, we had the problems of deteriorating commuter railroads and bankruptcies or threatened bankruptcies. There's the very dramatic need for additional subway construction—there have been no new subways in New York since the early thirties. As you go across the state you find also that mass transportation as we've known it in the past was disappearing. The trolley lines have been abandoned, the buses have taken over, and most of the equipment of the privately operated bus companies and some of the municipals, for that matter, is deteriorated and overaged; in too many communities there is no bus service at all. So that there was an acquaintance with the transportation problem. There was a long background of planning and study and legislative actions taken previous to the bond issue.

Q. What kind of actions?

A. There was the state purchase of the Long Island Rail Road, the rescue plan for the New Haven, the commuter-car program which the New York Central and the Long Island took advantage of, and the Port Authority taking over the Hudson & Manhattan and making of it the PATH operation—these were all important steps, I think, in public understanding and public acceptance actually of the need for doing something about transportation. Coming specifically to the bond issue itself, we need to recall that prior to the bond issue the Legislature enacted a very sweeping program for transportation coordination in New York State—set up a State Department of Transportation that brought together highways, rail, air and water under one department. In the New York metropolitan region, the Legislature brought together under what is now to be known as the Metropolitan Transportation Authority, the MCTA, with its present ownership and operation of the Long Island and its vast powers to go into bus operations and air and water operations in the commuter field; the New York City subway system and bus operations; the Manhattan and Bronx Surface Transportation Operating Authority; and the Triborough Bridge & Tunnel Authority. All of this was done under the leadership of Governor Rockefeller and with the overwhelming support of both houses of the Legislature. By approaching this in terms of a balanced transportation system for the state as a whole, and also in approaching it as a problem that had to be dealt with on a regional basis and not just on a local basis, the Governor and the Legislature put this whole transportation picture on a different plateau, I think, of public consideration than it had ever been on before.

Q. All of this, of course, takes money and a lot of it. That is the big stumbling block in most areas.

A. The Legislature, in order to finance the development of the transportation system envisaged, was asked to approve a $2.5-billion bond issue. By overwhelming vote in both houses, the bond issue was passed — subject to voter

"EVERYONE WAS WORKING FOR A COMMON OBJECTIVE"

approval. There was close to unanimous editorial support in the press. In addition to that, there were individual groups which came forward to support the bond issue. Stepping back a little bit, we have to recognize that there has been for some years now a very alert and intelligent business and labor support for transportation enterprises here in this state and particularly in the New York metropolitan region.

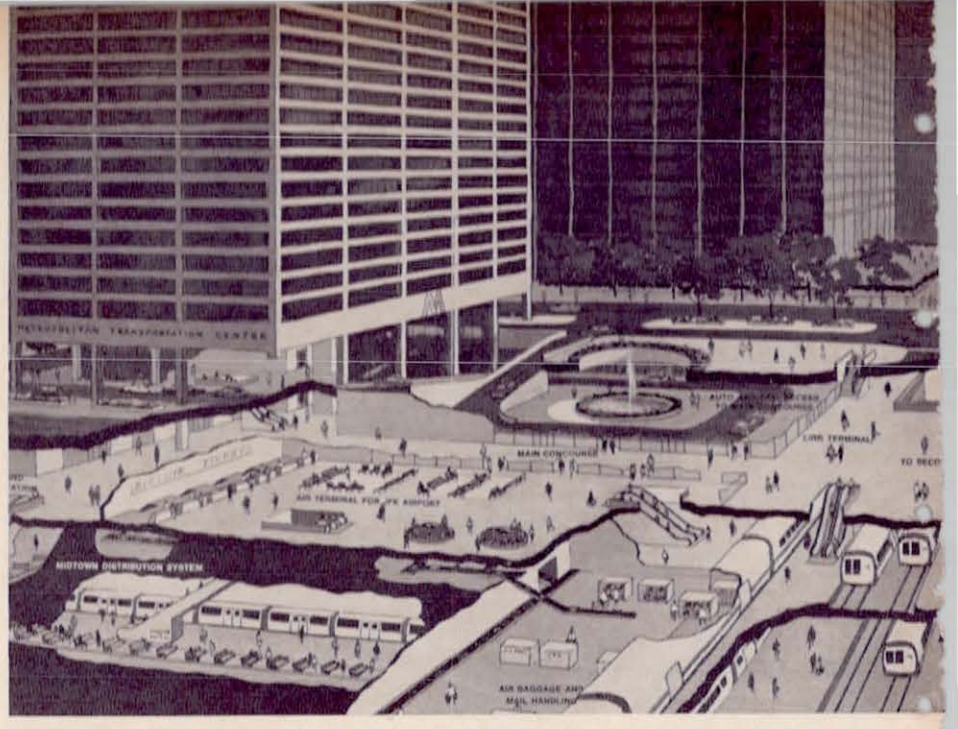
The business community established, at the time we were considering the purchase of the Long Island Rail Road, a committee to concern itself with commuter railroad problems—leaders in the field of finance, retailing, manufacturing and commerce generally. This group encouraged the formation of the Metropolitan Commuter Transportation Authority, they supported the purchase of the Long Island Rail Road, and they rallied to the support of the omnibus kind of program which the Governor recommended and the Legislature adopted. There therefore was a nucleus of very important business leadership; also the trade unions had supported these activities.

With the passage of the bond legislation—which of course authorized only that it go to the people for a vote—there was then organized in the state what started out initially to be a Committee of 1,000. This was a volunteer group that was convinced that the future of the state was so inextricably tied to transportation improvement that something ought to be done to inform the voters of the importance of this activity. A self-constituted group under the leadership of Andrew Heiskell, chairman of the board of Time-Life, canvassed leadership in business, the university field, education, labor and the professions about the formation of this Committee of 1,000. The acceptance rate was unusually good.

They then decided following this reception to form a membership corporation which became known as Action for Transportation in New York, Inc. They sponsored television programs, radio programs and speakers bureaus, had public relations counsel working with them so that they were in touch with the media—press, radio, television, magazines—and they financed this informational effort entirely themselves. The response was such that they raised more than enough money for this campaign which they had projected; the surplus of that money has been put to fellowships and scholarships for people interested in the field of transportation.

Q. How much was spent on the campaign by this group?

A. In the neighborhood of $750,000.



TOMORROW IN NEW YORK: A 20-year, $2.9-billion program announced Feb. 28 by MTA Chairman Ronan includes this concept of a Metropolitan Transportation Center in Manhattan coordinating facilities for suburban rail, rail transit, midtown distribution and air travel. In addition to $200-million for commuter railroads (including 350 new cars for the Long Island, 144 for the New Haven, and 130 for Penn Central), the program envisages substantial new rapid-transit construction and early purchase of 500 new transit cars.

Q. Was this support spontaneous, or did it require some educational work on the part of the State Administration?

A. Well, you had this business group that I've mentioned before that already existed. And they added people. Also there was a very sympathetic encouragement from the Governor and the State Administration. This was not a partisan matter and I think it's awfully important to stress that. It was not a Republican or a Democratic matter. It was above party. And this I think gave great strength to it.

Q. How much time was given to the campaign to win voter support?

A. Well, it takes a good bit of work before a campaign is launched and this group did its homework during the summer and really launched the campaign after Labor Day. They started out, I believe, with some radio spots after the Labor Day weekend, and their campaign mounted in crescendo thereafter, building up toward the middle of October and election day.

Q. Much like a political campaign?

A. With this difference—that it was largely an educational campaign. In other words, it wasn't a contest against an individual or against anything; it was a promotional effort to inform people about the need for a transportation improvement program. This was one phase of it. Now Governor Rockefeller, who had sponsored this program in the Legislature, campaigned vigorously throughout the state for it. He campaigned almost as intensively for this, you might say, as he would have if he were running for governor again. He believed so much in the program that he and other members of the Administration — cabinet officers, myself and others—made speeches many times a day, made radio and television appearances, gave interviews. In addition, volunteers from the Action for Transportation in New York State group made appearances. Literature was prepared and distributed by this volunteer group. Also, explanatory literature about the amendment itself, but not partisan sales literature, was distributed by the State Department of Transportation. The Governor made presentations, with slides and graphs, in a good many areas.

Q. Where did you find the greatest opposition to the bond issue?

A. We had no statewide organized opposition. There was some opposition from conservation groups who feared, particularly in the field of highways, that there might be some despoiling of the areas they would like to preserve. I believe the Conservative Party took a position against the bond issue, on the ground of cost. Some opposed the bond issue on the ground that there was no detailed specification of the precise projects on which the money was going to be spent, because this money was voted for broad purposes—for highways, $1.5 billion; for mass transportation, $1 bil-

"WE RELATED IT ALL TO ECONOMIC GROWTH"

lion; and for airports, $250 million.

Q. Did the presence of other items on the ballot affect the transportation bond issue?

A. The vote on the bond issue was 2,795,577 for and 2,006,318 against. The New York voter discriminates in his voting. While this bond issue was passing almost 3 to 2, the voters were turning down a new Constitution by a vote of about 3 to 1, and even defeated ski trails in the Adirondacks. Now a very important part of this was bringing the information to the voter of how transportation was related to economic growth, and how better rail facilities, better highways, better airports meant economic growth, meant more business, more industry, more jobs, more opportunity.

Q. Do you think what happened in New York is applicable only to New York state—in other words, are the conditions here unique—or, in your view, are any of these guidelines applicable elsewhere?

A. I would never prescribe specifically for a particular metropolitan region without an opportunity to spend a great deal of time studying not only the actual needs of the region but the general climate of opinion in the area. But I do think that the bringing together, in terms of a comprehensive approach to transportation, the various modes; the relating of highway, air and rail rapid transit use each to the other, is something that could well be considered in other metropolitan regions. This might be a more successful route than some areas have tried in the past and have not been too successful with. Let's face it—in most areas we need more highways, and in most areas we're going to have more automobiles, and in most areas it's desirable that we do have them —but not for certain types of travel. Therefore, why not bring these needs together as Governor Rockefeller did and get a comprehensive package?

The whole theme here was gearing New York State and our own metropolitan region and the others to meet the needs not only of today, which are identifiable, but tomorrow; a great deal of stress was placed not only on our current crises but what's ahead. When someone tells you that in the New York metropolitan region we're going to have to accommodate two Chicagos by 1985, that's an impressive figure.

Q. President Johnson, in requesting the transfer of the Federal transit program from HUD to DOT, asked for $230 million for fiscal 1970. Does that strike you as an adequate Federal program at this time?

A. I'd like to say first of all that the shift to DOT was expected, and I think bringing transportation together in a single agency makes a great deal of sense. There are still some things that are left outside that I think some of us would like to see in DOT. So far as the funding of the program, we are encouraged that the $230 million is in the program. With the stringency of the Vietnamese war, many of us were worried that there might be a lesser sum, very frankly. In terms of the total needs we have to recognize, however, this is not a large sum of money to go across the United States for the improvement of transportation. Here in our own state we see the enormity of the problem of catching up with the needs of our urban areas, particularly in improving transportation, and it's vital because we're 'way behind time. Here in the New York metropolitan region, we're working against years in which nothing really was done of any consequence about mass transportation.

We need a federal program really in the order of billions and not hundred millions. We've got to see, I think, on the federal level what we have been seeing here in New York State being accomplished under the leadership of Governor Rockefeller and the Legislature of both parties: that is a recognition of mass transportation having an importance commensurate with highway transportation. Now the Federal government has yet to recognize this, and the $230 million, welcome as it may be, is by no means putting urban transportation on the same plane as the Interstate Highway System. This is the order of magnitude we've got to begin thinking and acting on. As a matter of fact, perhaps there should be less stress on the thinking and more on the acting; the time is awfully late. I don't believe that on the federal level transportation has yet been put in the proper perspective as a part of the total urban problem. Here in New York State we have seen the very great significance that transportation has in solving the urban problem—how importantly it's related to jobs, business growth and development, and to the mobility of populations. I think the Federal government needs to get in tune with the times and to really appreciate that transportation is one of the keys to the solution of the urban problem.

Q. What do you think is the reason for so little action in this country, compared with what's going on abroad, where they do seem to be taking steps to correct urban transport problems?

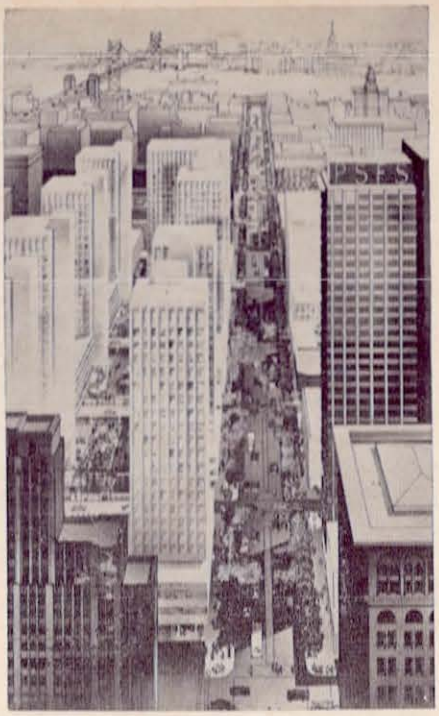
A. I think our friends in Europe have generally been ahead of us, because they started out with a strength that was originally considered by some to be a weakness. They didn't have a highly developed highway and passenger-car system. Also I would say that in numbers of European countries and some of the European metropolitan centers there has been a more acute awareness on the part of the public policy makers of the important relationship between land use, land use planning and transportation. It has taken us a little while to accommodate ourselves to this. A reason has probably been the great abundance of land historically in this country; whereas in Europe the scarcity of land and the need to maximize its use has been more obvious for a longer period of time. I think it's also taken leadership to recognize our problems; again I would point to the Governor of New York and the leadership he's taken. I would also say that this leadership has been evidenced in our neighboring states, by New Jersey Governor Hughes and Governor Meyner before him, by Connecticut Governor Dempsey and Governor Ribicoff before him, by Governor Volpe in Massachusetts.

Q. It has been said by some that only New York and Chicago, in this country, have enough population to support rapid transit. How do you feel about that?

A. I wouldn't agree with that. Again I would not prescribe rapid transit for any particular area without study of its present population and the clustering of its population and the travel pattern of that population. But we must also look to the future. We must plan not only for today's needs—in some cases I'm afraid that what we are doing is trying to catch up with yesterday's needs—but tomorrow's as well. I think we forget that a great deal of the earlier provision of transportation was speculative and fortunately for us it was, because in this way we built ahead of need. If it hadn't been for speculative building I hate to think of where the New York metropolitan area might be today. I think there are limitations—we can make very effective use I think of bus transportation, maybe using very special bus lanes, and perhaps different types of vehicles may be developed. But I would say very definitely that in the Boston, New York, Chicago, Los Angeles, San Francisco, Washington and other areas, rapid transit is not only desirable—it's a must. ■

Transit has key role in Philadelphia planning processes

Planner Edmund Bacon tells of 'total design concept'—and the place of transit in it.



Downtown reborn: Chestnut St. (center, looking east) is to be site of new mall, flanked by new office buildings and multi-level mall on Market St. (left).

Transit and highway planners keep getting the same signal from Washington—Coordinate Your Plans. For those who really want to do so, a good man to take a lesson from might be Edmund Bacon, executive director, Philadelphia City Planning Commission.

One of America's most prestigious and influential planners, Bacon doesn't preach "balanced solutions"—he practices them, making room in his schemes for everything from high-speed mainline trains to rapid transit to private automobiles. He is even looking for new types of vehicles to serve special functions.

Asked how the planning process works in Philadelphia, Bacon said that "There is a planning body with two foci—one in central-city planning, one in regional planning. The various operating agencies—departments of streets and traffic, public property, highways, and the private sectors work with this planning body, putting things together."

"Interdisciplinary task forces are assigned to deal with specific categories of problems."

● **Czars are out.** "This is not the 'Czar' idea. Neither is it a loose grouping of different interests working at cross-purposes. It is an integrated, insulated activity centered at a responsible level of government, with enough strength to carry through its ideas."

"The terms used by the architects, the engineers, the real estate developers, are not big enough in themselves to describe this sort of thing—their frames of references are too small. We aim for a total idea, a primary development in which all these elements can come into play."

"Total" and "primary" are key terms in the Bacon vocabulary, and it is interesting to see the grand design he is carrying out, stage by stage.

Following William Penn's three-hundred-year-old city plan, there are two main axes that bisect the city in the central area between the Delaware and Schuylkill Rivers.

Linear complex

Starting at the Deleware and moving west along the east-west axis of Market Street, there is the Society Hill development—new high-rise apartments in a setting integrated with Philadelphia's oldest landmarks.

Next comes the Independence Mall, which preserves the city's most famous land-mark in park-like surroundings. Next, the commercial area along Market Street, which is to become a glass-covered multi-level shopping arcade and pedestrian mall.

Still moving west on the same axis and passing City Hall is Penn Center Plaza, a complex of office buildings, pocket parks, subterranean shopping arcades and restaurants.

More of the same office building-cum-plaza development will extend from Penn Center Plaza almost as far as the Schuylkill River. On the other side of the river, a business complex and sports stadium will grow up around the Pennsylvania Railroad's 30th St. Station.

This is what Bacon called "a linear pattern of very high-density development. From this pattern, there is a rapid diminution in density on all sides, to accommodate other land uses."

Arterial highways will flank this linear development, but not intrude on it. Needless to say, mass transit plays the key role in serving the central city development directly.

The two subway lines follow the main axes of the city and bisect under City Hall, smack in the center of the area being redeveloped. The PRR's suburban commuter station is located one block west, below Penn Center Plaza, and all three lines are linked by subterranean arcades.

Further east on Market Street, the Reading will get a new terminal at 11th Street, directly serving the glass-covered shopping mall, and the Reading line itself will be extended below ground to link with the PRR's line.

Close by the Reading Terminal, at 8th and Market, a spur of the Broad St. subway will come into a multi-level transit station adjacent to the same glass shopping mall. The other line coming in here will be the DRPA transit line from Camden and southern New Jersey.

● **Horse before the cart.** Bacon doesn't hold with the spread-city concept some planners have elevated to the equivalent of Holy Writ. He does not believe that highway traffic should determine land-use planning—quite the contrary.

If there is any type of locomotion he does want to promote, it's by human feet. In Bacon's concept, Philadelphia's central city will be restored so as to allow for the amenities of strolling through downtown pocket parks, of shopping, of moving easily from place to place without getting engulfed in a tide of traffic.

"We build up density in a very confined area along a linear axis, expand throughout this area, and use zoning to govern its development. Mass transit is just one of the influences on this development. But it is an important one, and it could become more so," said Bacon.

"Center-city development," said Bacon, "has to be seen as a single, integrated structure. People talk of a building as a thing, or a vehicle as a thing—but that's wrong. They are elements in the pattern. There's a fundamental concept into which all of these things have to fit.

● **Fluidity of movement.** "Take the Market Street West development. People get out of the subway or commuter train, rise from there to an intermedi-

ate level of shopping arcades, cascades of water, and public gardens, then move up again into the skyscrapers above. There's a continuity of movement from vehicle to pedestrian-way to destination.

"The point of arrival in the central city should heighten the visual experience."

● **Search for new vehicle.** He's interested in new vehicle types. Chestnut Street, for instance, parallels Market Street on the east-west axis. It's planned that eventually this will become a pedestrian mall, barred to private automobiles. Bacon wants to find some type of public transport vehicle to run on Chestnut St. that is "odorless, noiseless, doesn't require track or wires, and doesn't take up much space."

"We're still searching for it," he admitted.

He's interested in median strips as an optimum land use: The Frankford St. Elevated line is being relocated at one point, to go into the center strip of the coming Delaware River Expressway.

To Bacon, the total-design-team concept across a spectrum of disciplines is not anything new—"We were working along those lines long before most of the others."

He recognizes that not everybody is going to agree on what urban planning goals should be—"To the extent that you see strains in working relationships, they reflect the political stresses that you find in our society."

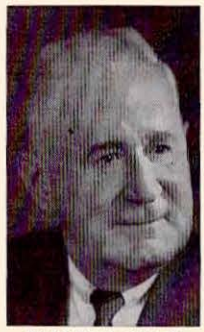
"This is inevitable," he thinks. But he goes on to observe that "The really striking thing is the way we are able, in this country, through democratic processes, to achieve important objectives in planning.

"Working with the private sector, private developers, for instance, it is sometimes amazing to see the extent to which people will respond enthusiastically, when you present them with a unified planning idea. They're not only receptive, they're hungry for this kind of thing.

"In our Market Street plans, we had the heads of the department stores and the chairman of the power company in on this from the beginning."

● **Northeast Corridor.** Right now, one of the projects Bacon is interested in is how to integrate high-speed train service with local transportation. The PRR's 30th St. station will be one of the stops made by the high-speed trains, and he thinks some type of mini-vehicles may be acting as shuttles from there to downtown.

To him, movement in a continuous flow begins when a rider boards his train in Washington or New York and continues where he gets off at 30th St. —"and we are going to make Philadelphia the Main Street of Megalopolis." ■



WALTER TAFT

WATCHING WASHINGTON

R&D'S INVESTMENT ROLE—The Department of Transportation's Federal Railroad Administrator, A. Scheffer Lang, is advocating what he calls a "somewhat new perspective" on the role of research and development in the transportation investment process. Lang thinks R&D outlays can and should be rationalized in essentially the same way as any other capital expenditure. He expressed this view in an address at Coronado, Calif., before the National Transportation Conference of the American Society of Civil Engineers.

ALTERNATIVES—"Investing in research and development involves the same kind of estimation of future returns that investing in new aircraft, new port facilities, or new bridges requires," the FRA Administrator says, adding: "Even more importantly, research and development expenditures can and should logically be viewed as alternatives to investment in capital facilities."

NEW PHASE FOR PLANNING—Lang follows through to suggest that industry and government are now moving into a phase where planning can call for R&D to provide technological answers to key problems. He cites test-track work of San Francisco's BART as "a real-world example of how this process can take place."

CRITICAL AREA—Because transport planners are often faced with R&D alternatives from which they must choose, Lang thinks identification of research opportunities is a critical part of the planning process. For example, he notes that this manifests itself in the increased importance attached to technological forecasting by those designing such transport facilities as airports and transit systems.

PROBLEMS POSED—Methodological and institutional problems are posed in undertakings to analyze and evaluate R&D opportunities, Lang points out. He calls such problems "similar in their complexity to the procedures long since found necessary to informed decision-making on urban transportation systems." He also reports that evaluating performance of new technologies in the Northeast Corridor program has "turned us back to transportation planning procedures themselves." And this "has shown us that these planning procedures need some redesign if they are to help us in the analysis and evaluation of new technology and new transportation services."

TRANSIT POLL

Free transit: Practical goal or impossible dream?

Transit experts are starting to take the idea seriously—but political resistance could keep it on the shelf.

Professor Jean Gottmann, author of "Megalopolis," calls free transit "inevitable"—as much an essential service as police and fire protection. Robert Sommerville, president of the Atlanta Transit System, has campaigned for the idea steadily. DOT Secretary Alan Boyd says it's something well worth looking into.

What are the arguments in favor of free transit? It would cut vehicle-loading time, cut manpower requirements for fare collection, eliminate the biggest single accounting job, and eliminate the need for fare-collection machinery.

The argument against it is just one, but a powerful one—without revenues, the operation would have to be supported directly out of taxes.

System operators are far from unanimous in their opinions on this subject. Some think free transit will come with time, some see technical or social obstacles, some think it may even be a false issue, because transit in our largest cities is already heavily subsidized. Just about all of them agree that politically, free transit faces an uphill battle, at least at this time.

George DeMent, chairman of the Chicago Transit Authority and president of the Institute for Rapid Transit, thinks free transit, although "premature at this point, is something that the business community and governmental agencies should take a real good look at in the future."

E. C. Krueger, general manager of the Cleveland Transit System, said he agrees with Gottmann that free transit "is without a doubt inevitable" for the four reason listed above.

D. F. Hamilton, commissioner, Toronto Transit Commission, noted that there is world-wide acceptance of the idea that public money should go into building essential rapid transit systems, where private enterprise can't do the job.

"From this point," he said, "the next logical step is to treat transit as a necessary public service, vital to everyone in the community, and to finance it in the same way as other municipal services such as fire protection, police, sewers, roadways, etc. are financed."

Leo J. Cusick, general manager, Massachusetts Bay Transportation Authority, thought the idea has merit, but was not sure that it was the best alternative.

He pointed out, as did some other respondents to the RA Transit Poll, that taxpayers in large cities such as Boston are already subsidizing transit in some form or another to a fair extent.

Reservations were expressed by Richard E. Pinkham, newly appointed general manager, Port Authority Transit Corporation (DRPA's south Jersey line).

In Pinkham's view, "It is questionable whether 'free' transportation would actualy attract many more riders to transit vehicles. There is no question that it would result in considerably more 'curiosity riding,' but most riding today is the result of a passenger making a definite, committed trip."

E. L. Tennyson, Deputy Commissioner, Transit Engineering, City of Philadelphia, thought free transit is a possibility in specialized cases, but saw many objections for normal operating situations.

"Vagrants would live in the system, discouraging regular riders. Undisciplined young ruffians would too often run wild through the vehicles."

TTC's Hamilton, although favorable, put these questions, as matters to be settled beforehand:

"Who is to be responsible for determining the level of transit service to be provided? If tax dollars are used, is it possible to remove these decisions from the day-to-day political arena? How to set an equitable transit tax or levy? Obviously, citizens who live near a subway or major trunk route will get a much better deal than some in suburban areas."

"How will the municipality recoup lost revenues from tourists and out-of-town commuters who use the system?"

Philadelphia's Tennyson felt that "Cities with ineffective systems would suffer little with a 15% increase in city taxes, but good systems now attracting a majority of center-city trips and a 40% share of all city-wide work trips would have to raise taxes 25%. This would drive industry to the non-taxed suburbs, or rural areas.

"Control over costs and unpatronized services would become subjective rather than objective. The market place would no longer determine proper directions to be followed."

CTS' Krueger thought free transit can come about eventually, provided certain conditions are met:

"The transportation system should be completely free of politics. Either a management organization should run it, or the transit board should be similar to the CTS board—autonomous. Safeguards would have to be placed on the amount of service to be furnished, as all politicians would want to add service where it would not necessarily be justified."

Krueger's proviso about shelter from political pressure raises the question that bothered most other respondents to the Transit Poll: How do you make the idea politically and publicly acceptable?

CTA's DeMent thought political resistance to the idea at the present time would be "tremendous." He thought free transit may come later on, but not in the immediate future.

MBTA's Cusick felt much the same way, observing, "Hospitals have not become free, and they are a necessity."

Cusick felt that, while tax dollars can support the operation to some extent, "the user should participate."

Tennyson warned that, "for state and federal aid, rural areas would protest free city transit bitterly."

As he sees it: "Civic groups would rise up to prevent transit expansion, to hold down taxes in most cities where transit riders are a minority. Mayors would be run out of office for raising taxes too fast."

. . . but could it work?

An example of where free transit can and does work is Commerce, Calif., which four years ago launched a free-ride policy on its buses. Rather than let an ailing bus operation just disappear, the city fathers determined transit must run. In 1965, the line carried almost 500,000 riders, and the operation cost about $80,000 for personnel, fuel and maintenance. Costs were paid out of tax dollars, on the ground that transit is an essential municipal service.

A Canadian boom town looks to rapid transit

Calgary, Alberta, is growing at the rate of 1,000 persons per month, and good transportation is becoming a critical factor.

If a city is a boom town, should it just grow, like Topsy, or should it plan its growth? A new transportation feasibility study for Calgary, Alberta argues that growth should be made orderly—with the aid of rapid transit.

The city has a population of 336,000. Recent growth has been at the rate of 1,000 more persons a month, and the city planning department estimates the half-million mark will be reached in 1976. The 1986 population is projected to be 775,000.

Consulting engineers Simpson & Curtin analyzed land use and transportation. They concluded that public transportation would have to play a much larger role than ever before, to combat the inevitable traffic jams. Their recommendation: A 20-mile rapid transit system, to be phased in over the next 18 years.

The cost of the proposed four-leg system is estimated at $99.6 million, if the section in the central business district is elevated, otherwise, $115.1 million, if that section is put underground.

One assumption in this report is that Calgary will continue to have a densely developed downtown core. But it is pointed out that the City Council's own downtown plan assumes this as a goal.

The whole question is—What kind of city does Calgary want to be? In the S&C report, it's remarked that "a reliance on surface transit will require considerable expenditure for highway development which will generate a 'spread city' with low-density residential development and multiple employment and shopping centers.

"Development of rapid transit has consistently generated more compact and orderly development with a strong downtown and clustered residential development.

"The use of rapid transit as a land development tool has been amply demonstrated by the T-Bana in Stockholm where the rapid transit line to suburban communities is developed before the community. This creates an orderly cluster development pattern with the rapid transit station as the focal point of each sub-division. Sub-centers are laid out like 'pearls on a string.' "

● **A look at alternatives.** It was noted in the S&C study that Calgary has a number of existing rail rights of way. But it was felt that these do not serve the areas of greatest local travel demand to be practical for transit purposes.

More buses—more problems

A possible express bus system was studied that would use existing streets, but with many operating improvements such as use of new arterial expressways, and extension of feeder bus services.

In spite of the fact that no capital improvements would be necessary beyond purchase of new buses, it was found that such a system would impose impossible traffic burdens on city streets, create serious environmental problems from fumes arising from such a concentrated number of buses, and operate at a small deficit. In addition, projections showed that such a system would not increase public transport riding, as a proportion of total peak-period trips, but actually decrease it.

It was acknowledged that grade-separated facilities could be built to handle express buses, but the cost would be considerable.

The real key to the issue is land development and improved accessibility. Comparing a rapid transit system operating in 1986 with an express bus system, the study finds that if the latter were in operation an additional 14,650 downtown trips would be made by auto. This means that an additional 3,500 parking spaces would be needed, at a cost of $10.5 million, if provided in garage facilities.

What if no public transport solution at all is tried? According to the consultants: $60 million, at today's prices, would have to be spent to provide 20,000 more parking spaces in downtown garages.

● **Transit—cheap at the price.** The S&C study made no bones about the fact that first costs of rapid transit are high, and that an operating deficit may be expected. But the consultants argue, "The land development implications of high-speed transit—which have been the universal experience of all cities with rapid transit—far outweigh the revenue cost/ratio developed by the transit system itself."

The costs and benefits to the community, not operating revenues, are the heart of the matter. For example, quantifiable costs to the community of operating an express bus system in 1986 were estimated to exceed costs of operating a rapid transit system by $6.6 million annually. And, the study goes on, "This is a considerable understatement, in that no estimate has been made for additional highway construction which would be required for a surface bus system."

Likewise, the estimated potential for rapid transit in Calgary was considered conservative, because land development patterns assumed by the Calgary Area Transportation Study (drawn on by this report) had taken no account of rapid transit, and therefore could not show the additional growth that would take place in transit corridors.

That growth is inevitable where rapid transit exists is one of the main arguments in the S&C report.

"There has never been an 'unsuccessful' rapid transit system," said the consultants. "Toronto believes their system would be a financial success even if they collected no fares from passengers —land development and rising tax assessments are returning the investment." ■

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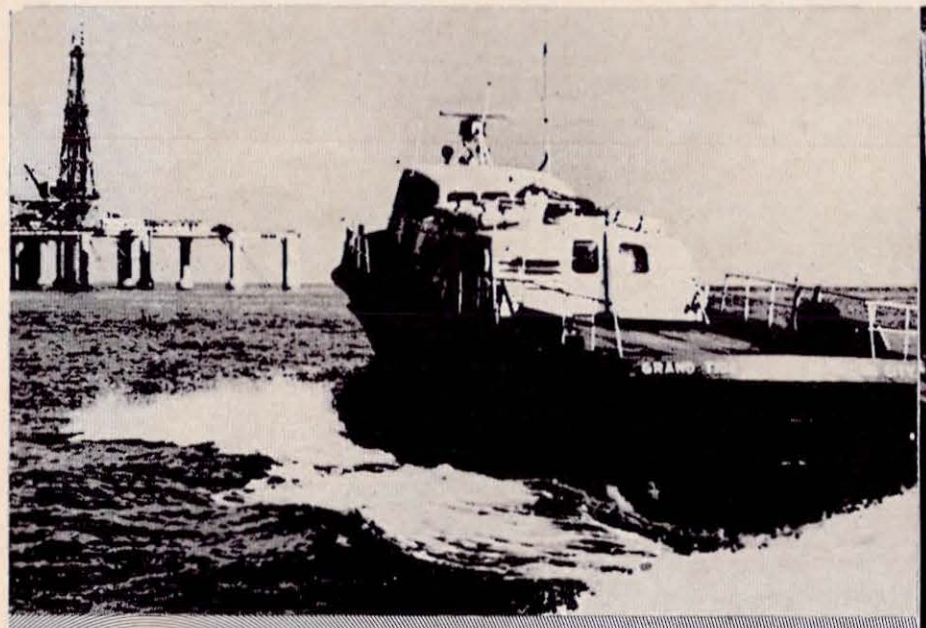

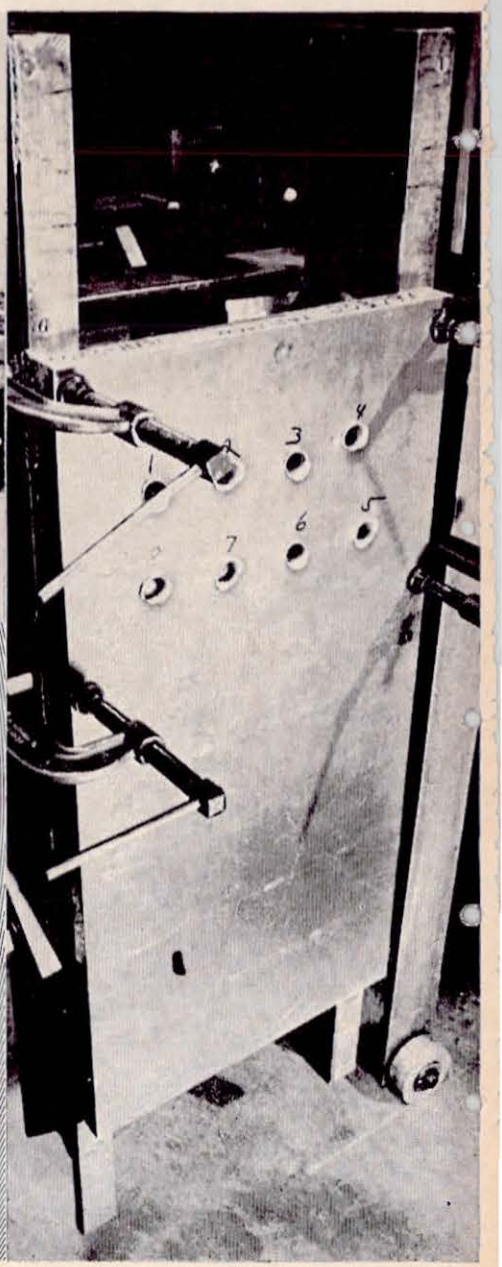

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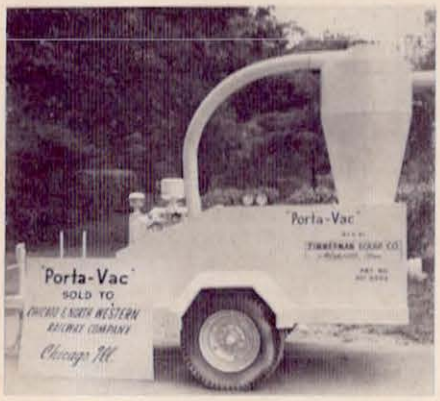
NEW PRODUCTS REPORT

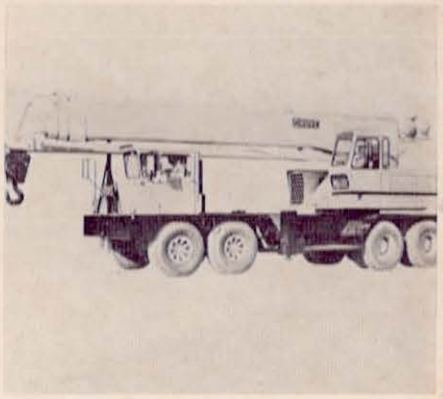


Salvage removal unit (RA-1)

The self-powered Porta-Vac adapted by the C&NW for salvaging grain, chemicals, and other free-flowing materials from derailed cars is positioned at side of derailed car and contents withdrawn pneumatically by air suction and transferred by low air pressure to a truck or other container. A scale attachment may also be had for weighing material as it is conveyed. The unit may also be used for in-plant and out-plant operations. *Zimmerman Equipment Co.*

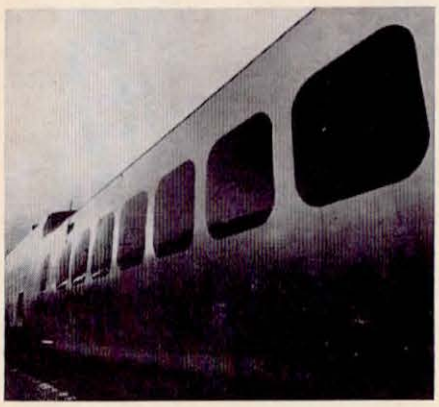
Car mover (RA-2)

A car mover, primarily intended for positioning cars in loading areas, doubles as a front-end loader for loading slag, gravel, snow or any bulk material, and can be furnished with pallet forks, dozer blade, or snowplow, any of which can be interchanged with the 1-cu-yd bucket yard loader. Unit operates from four rubber-tired wheels at track gauge and steel flanged guide wheels. Rubber-tired wheels provide traction for gasoline- or diesel-engine-powered units. *Railway Maintenance Corp.*



Hydraulic crane (RA-3)

The Model TM550 hydraulic crane has a lift capacity of 55 tons; a maximum hook height of 167 ft; and a continuous rotation swing of 360 deg. Its four-section telescoping boom extends to 105 ft and retracts to 33 ft with no manually extended sections. Each section is independently controlled. The crane is mounted on an 8 x 4 carrier equipped with removable double-box hydraulic outriggers that extend to 20 ft wide, center to center. *Grove Manufacturing Co.*



Laminated window (RA-4)

Two sheets of 0.085-in.-thick, chemically tempered Chemcor glass, "sandwiched" with a 0.030-in. layer of tinted polyvinyl butyral plastic, have been designed for the curved-panel windows of United Aircraft's TurboTrains. The panels "have three times the strength of ordinary ¼-in. laminated glass, but weigh only two thirds as much." Windows, ranging in size from 5 to 7.5 sq ft, are said to be heat absorbing and glare reducing. *Corning Glass.*

Strain gauge (RA-5)

A single-scratch recording strain gauge weighing less than an ounce is said to make a permanent record of small motions of almost anything, including freight cars and cargo after humping and coupling. The gauge can be attached to structure mechanically or with adhesives. It is 1 in. wide by 1/8 in. high. Minimum length is 3 in.; standard length, 6 in. The gauge is suited to recording of long-term recurrent phenomena. Record is not destroyed at temperatures up to 2,000 deg F. *Prewitt Associates.*

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If this scene looks embarrassingly familiar, don't despair. Boston isn't the only city where things can be banned.

Sylvania Information Systems, Commercial Electronics Division, Bedford, Mass. 01730.

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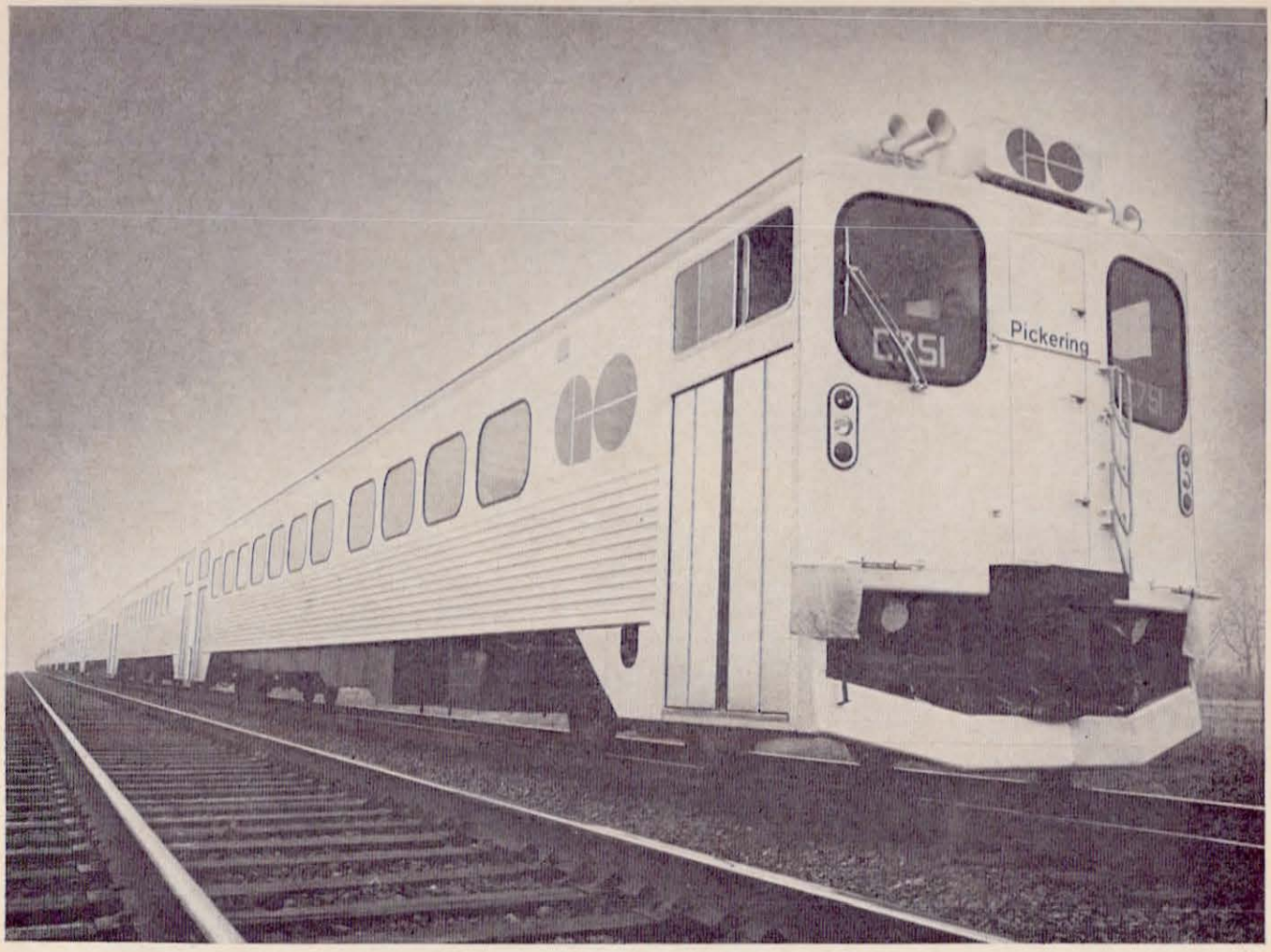

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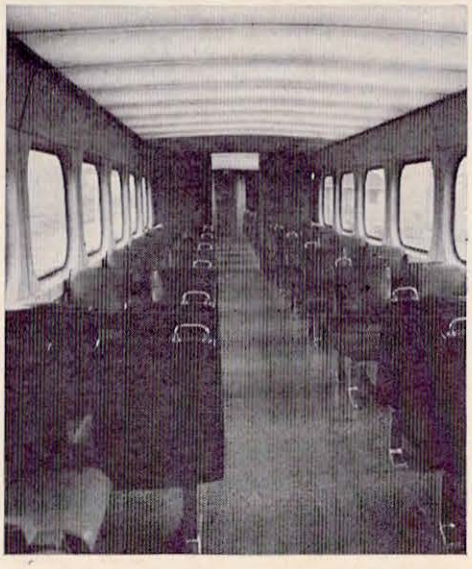

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PEOPLE

BALTIMORE & OHIO.—Clair V. Ochs appointed director of business research, Baltimore, Md. He was formerly manager business analysis, B&O and Chesapeake & Ohio. **Paul D. Denton** appointed manager—special projects—rates, Baltimore.

Robert F. Hochwarth, assistant general attorney, appointed assistant general solicitor, Baltimore.

BOSTON & MAINE.—Alfred P. Covelle, manager, construction sales, Boston, appointed regional sales manager, there, succeeding **James C. Nagle,** retired. **Thomas T. Doherty,** district sales manager, Fitchburg, Mass., succeeds Mr. Covelle. **John H. Shea,** district sales manager, Boston, transferred to Fitchburg. **A. M. Shepherd,** district sales manager, Schenectady, N.Y., named supervisor, sales and service, Boston, succeeding **Walter R. Brown,** retired.

CHESAPEAKE WESTERN.—William S. Ballard appointed vice president and general manager, Harrisonburg, Va., succeeding **Robert E. McGuire,** retired. Mr. Ballard was granted a leave of absence from his position as assistant superintendent—coal piers, Norfolk Terminal, **Norfolk & Western,** to go with the N&W subsidiary.

ERIE LACKAWANNA.—George Rushin, trainmaster, Marion Division, Akron, promoted to assistant superintendent, Youngstown, Ohio. **J. J. Dorsey,** assistant trainmaster, Youngstown, promoted to trainmaster, Cleveland. **C. R. Caldwell** appointed trainmaster, Marion Division, Akron.

INTERSTATE COMMERCE COMMISSION.—Fritz R. Kahn, associate general counsel for litigation, appointed deputy general counsel, succeeding **I. K. Hay,** who retired Jan. 1. **Arthur J. Cerra,** associate general counsel, who has been chief, Section of Research and Opinions, will head the litigation staff. **Leonard S. Goodman,** assistant general counsel, succeeds Mr. Cerra as associate general counsel, Section of Research and Opinions.

MILWAUKEE.—George F. Flynn, assistant manager-foreign freight sales, Chicago, appointed director of sales for a newly opened freight sales office in Tokyo, Japan.

Martin L. Erickson named public relations representative, Seattle. He was formerly transportation and marine editor, **Seattle Daily Journal of Commerce.**

SOO LINE.—Richard L. Murlowski named vice president, accounting, to succeed **M. I. LaBelle,** who retires Mar. 31 after 42 years' service.

TRANSIT

Harry L. Parrish, a staff engineer with Simpson & Curtin, transportation engineering firm, has been appointed transit engineer for the **Southeastern Pennsylvania Transportation Authority,** Philadelphia.

Thomas G. Isel, chief mechanical officer, **Pullman Co.,** Chicago, has been appointed assistant general superintendent, cars and shops, **New York City Transit Authority,** succeeding the late **Walter J. Fulton.**

Carle H. Salley has been appointed administrative assistant to the general manager, **Port Authority of Allegheny County,** Pittsburgh. He was formerly with the U.S. Department of Housing & Urban Development where he was associated with transit aid programs.

OBITUARY

Herbert E. Bartsch, 72, retired vice president, **Universal Railway Devices Co.,** Chicago, died Feb. 16 in Sacramento, Calif.

Z. P. Hawkins, 72, retired assistant to the president and traffic manager, **Columbus & Greenville,** Columbus, Miss., died Feb. 16 in Florida.

F. E. Wall, superintendent, **Gulf, Mobile & Ohio,** Bloomington, Ill., died Feb. 20, following an automobile accident.

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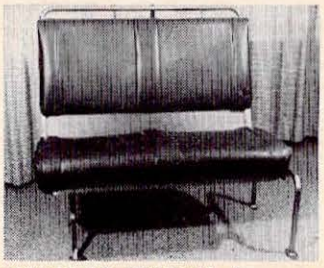

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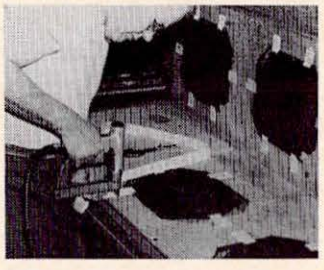

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LETTERS FROM READERS

Transit pricing

Philadelphia, Pa.

To the Editor:

I was greatly interested to learn that responsible transit officials, such as Mr. E. L. Tennyson of Philadelphia who was quoted in the "Transit Roundup" (RA, Feb. 5, p. 9), have become aware of a proper pricing approach for transit services. I hope they are also coming to realize (as have many aviation industry managers) that public transit has a very perishable product to sell—seat-miles of transportation—whose value drops when the vehicle has left its station and they are no longer available to be used.

I would like to suggest to Mr. Tennyson and others that the concept of cost per seat-mile be taken even further. One should also consider a utilization factor, the seat-miles used for which transportation is paid compared with the total seat-miles made available through operations. Because of the unidirectional flow associated with typical commuter services, 100% efficiency or any value closely approaching it, can never be physically realized. An interesting approach might be to consider the actual cost per seat-mile used. An interesting operation analysis approach to planning services could be based on the premise of providing seat-miles to meet the traffic demands at the lowest cost per seat-mile used. Such analysis should also include provisions for providing additional capacity for the increase in demand which a well-designed system is sure to bring.

Albert J. Derr
Principal Engineer
Franklin Institute Research Laboratories

Trainload vs. truckload

Quebec

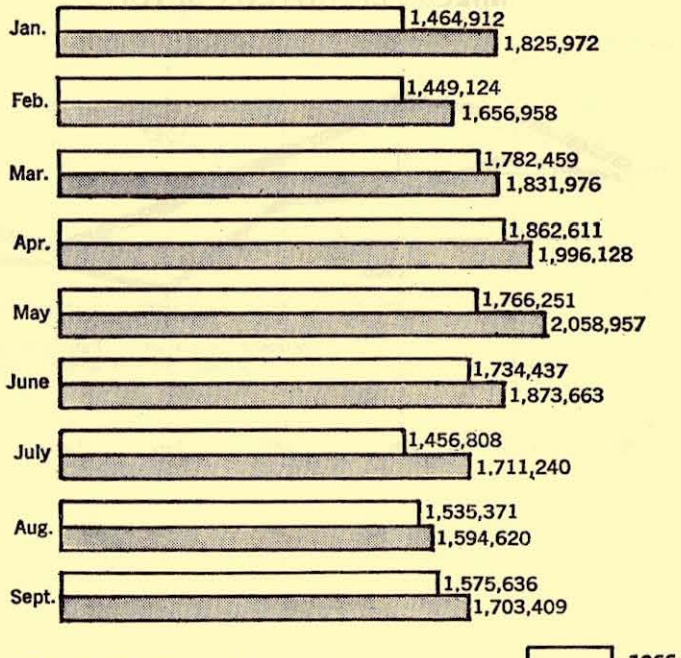
To the Editor:

In the Jan. 29 issue of Railway Age, on pages 34 and 35, there was a splendid advertisement ["Trainload vs. truckload in the new railway age"]. As my copy of RA is passed on to others, I scribbled across it, "This kind of advertisement should receive much wider publicity—a good place would be LIFE or TIME magazines."

. . . The things that railroads can do should be widely published. . . .

G. Richard Parkes

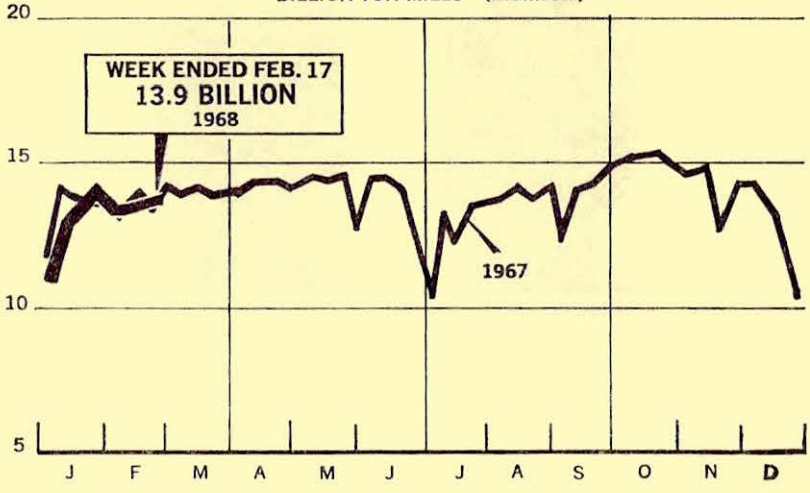
MILES PER HOTBOX SETOFF



Source: Latest available figures from Operations and Maintenance Dept., Mechanical Division, AAR.

RAIL FREIGHT TRAFFIC TRENDS

BILLION TON-MILES (Estimated)

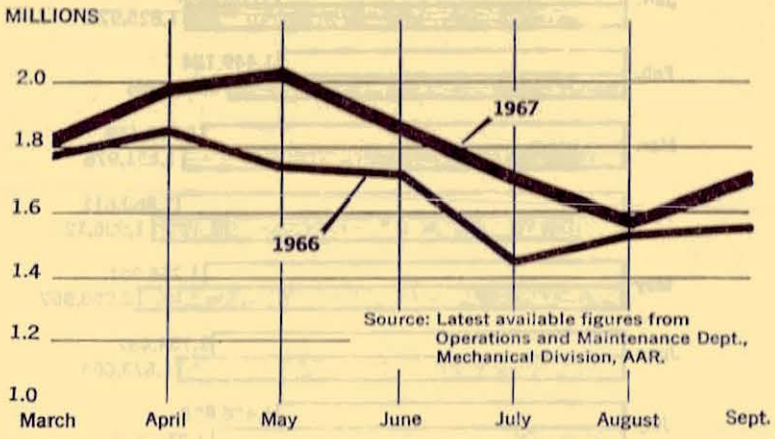


Source: Association of American Railroads

Current statistics

Net income	
9 mos., 1967	$342,200,000
9 mos., 1966	659,900,000
Carloadings, revenue freight	
8 wks., 1968	3,958,245
8 wks., 1967	4,102,861
New freight cars on order	
Feb. 1, 1968	24,893
Feb. 1, 1967	51,450
New freight cars delivered	
1 mo., 1968	4,713
1 mo., 1967	7,217
Serviceable cars	
Feb. 1, 1968	1,401,643
Feb. 1, 1967	1,421,406

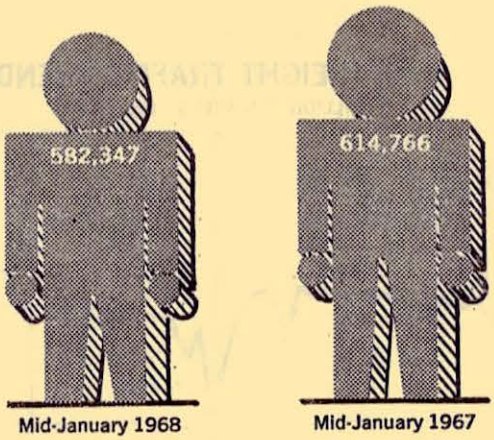
MILES PER HOTBOX SETOFF



Source: Latest available figures from Operations and Maintenance Dept., Mechanical Division, AAR.

RAILROAD EMPLOYMENT

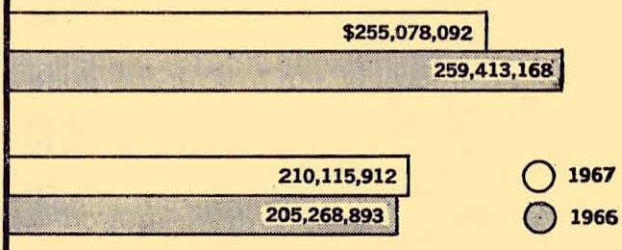
(CLASS I LINE-HAUL RAILROADS)



Source: Bureau of Accounts, ICC.

CLASS I MOTOR CARRIERS OF PASSENGERS

(Revenues and expenses for three months ended September)



GRAND TOTAL—INTERCITY AND LOCAL, OR SUBURBAN.

Source: Bureau of Accounts, ICC.

MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended Feb. 24 totaled 499,943 cars, the Association of American Railroads announced on Feb. 29. This a decrease of 16,787 cars, or 3.2%, compared with the previous week; a decrease of 4,328 cars, or 0.9%, compared with the corresponding week last year; and a decrease of 36,060 cars, or 6.7%, compared with the equivalent 1966 week. Ton-miles generated by carloadings in the week ended Feb. 24 are estimated at 13.5 billion, an increase of 1.1% above the corresponding week of 1967, and a decrease of 1.7% below the 1966 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Feb. 24

District	1968	1967	1966
Eastern, including Allegheny and Pocahontas ..	199,921	201,004	222,517
Southern	112,171	111,235	109,981
Total Eastern and Southern Districts	312,092	312,239	332,498
Northwestern .	55,793	54,702	59,148
Central Western	95,405	100,823	106,297
Southwestern .	36,653	36,507	38,066
Total Western Districts	187,851	192,032	203,505
Total All Roads	499,943	504,271	536,003
Commodities:			
Grain and Grain Products	43,013	46,320	55,417
Livestock	933	1,197	1,385
Coal	102,247	106,622	110,086
Coke	8,812	7,275	8,644
Forest Products	38,800	38,714	38,581
Ore	16,006	16,037	18,454
Merchandise l.c.l.	3,605	5,351	5,906
Miscellaneous .	286,527	282,755	297,530
Feb. 24	499,943	504,271	536,003
Feb. 17	516,730	530,212	537,702
Feb. 10	504,136	499,688	534,350
Feb. 3	502,365	519,703	487,617
Jan. 27	526,775	526,784	513,503
Cumulative total, 8 weeks	3,958,245	4,102,861	4,198,400
Estimated revenue ton-miles (billions) 8 weeks	105.9	107.3	106.9

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Feb 17 totaled 23,962 cars, carrying 39,639 trailers, compared with 23,178 cars, carrying 38,264 trailers, in the corresponding 1967 week. Loadings for 1968 up to Feb. 17 totaled 161,707 cars, carrying 266,574 trailers, compared with 147,961 cars, carrying 239,764 trailers, in the corresponding period of 1967.

IN CANADA—Carloadings for the seven-day period ended Feb. 7 totaled 67,539 cars, compared with 102,450 for the previous ten-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd. from Connections
Totals for Canada		
Feb. 7, 1968	67,539	25,284
Feb. 7, 1967	69,606	25,265
Cumulative Totals		
Feb. 7, 1968	346,284	122,595
Feb. 7, 1967	371,678	128,672

FREIGHT TRAIN CARS

• *Car orders.*—New freight cars ordered in January totaled 4,767, compared with 8,596 in the preceding month and 2,055 in January 1967. In addition, 1,196 cars were ordered to be rebuilt in January at a cost exceeding 50% of comparable new-car cost. Cars ordered rebuilt in December totaled 1,108; rebuild orders in January 1967 totaled 2,309. Deliveries of new cars totaled 4,713 in January, 5,487 in December and 7,217 in January 1967.

• *Grand Trunk Western*—Will lease 55 89-ft bi-level auto-rack cars from North American Car.

CAR OWNERSHIP

• *Serviceable cars decline.*—Revenue freight cars in serviceable condition owned by Class I railroads on Feb. 1, 1968, totaled 1,401,643, compared with 1,421,406 on Feb. 1, 1967, according to most recent AAR Car Service Division report. Estimated total ownership of all railroad- and privately-owned revenue freight cars on Feb. 1 (see table below) 1,819,832 average capacity: 63.33 tons), compared with 1,825,645 (average capacity: 61.31 tons), on Feb. 1, 1967.

ESTIMATED OWNERSHIP—ALL REVENUE FREIGHT CARS
(Feb. 1, 1968 vs. Feb. 1, 1967)

		Box	Covered Hopper	Gondola	Hopper	Flat	Refrig.	All Others	Total
Class 1	1968	565,117	119,386	199,317	418,547	67,313	51,522	58,369	1,479,571
	1967	581,024	106,182	206,755	428,306	65,862	49,206	58,705	1,496,040
RRO&C Refrig.*	1968	0	0	0	0	0	51,205	0	51,205
	1967	0	0	0	0	0	53,437	0	53,437
Private	1968	1,461	28,500	295	2,610	43,000	15,060	171,912	262,838
	1967	1,877	24,366	1,084	1,543	35,512	15,468	169,471	249,321
Class II & S&T†	1968	9,224	819	5,306	8,379	648	688	1,154	26,218
	1967	9,072	788	5,561	9,003	755	441	1,227	26,847
GRAND TOTAL	**1968**	**575,802**	**148,705**	**204,918**	**429,536**	**110,961**	**118,475**	**231,435**	**1,819,832**
	1967	**591,973**	**131,336**	**213,400**	**438,852**	**102,129**	**118,552**	**229,403**	**1,825,645**

*Railroad owned and controlled refrigerator car lines.
†Class II railroads and switching and terminal companies.

NEW FACILITIES

• *Canadian Pacific.*—Plans to construct a $12-million computer-controlled hump yard at Calgary. Construction will begin this year, and the yard is scheduled to go into operation in 1971. The new facility will have electro-pneumatic retarders to control yard speed, electronic scales to weigh cars in motion, radar, television cameras and automatic car identification. It will be able to handle up to 3,000 cars per day, and will have space for 5,000 cars. Total trackage will include 50 miles of new track and 23 miles of existing track.

• *Illinois Central.*—Will link Chicago and Jackson, Miss., with a $2-million, 800-mile microwave system set for completion in early 1969. The broad-band, 420-channel system will have spurs to Paducah, Ky., and Vicksburg, Miss., and will join a Jackson-New Orleans segment completed in 1967.

YOU OUGHT TO KNOW

Veteran newsman named RPI director of public affairs

Frank Holeman, assistant to the executive editor of the New York Daily News, has become director of public affairs for the Railway Progress Institute. Holeman, who is 47 years old, is a veteran Washington newsman. Holeman will have staff responsibility for the Institute's growing public information program, which is emphasizing the great technological advances made by the railroads in recent years. RPI has become more active on the Federal scene since moving from Chicago to the nation's capital. Holeman assumed his new position March 1.

New container service designed for small shipments

REA Express will inaugurate a new weekly through container service from Chicago to Antwerp and Rotterdam on March 18. The new service is designed to remedy problems involved in routing small shipments overseas. Designated "REATAINER International," the service will provide a single, joint rate on what REA calls its "Thrubill of Lading" under REA's single-carrier responsibility. A. P. Visser, vice president of REA's International Department, said the service will provide "substantial reductions in transportation costs on LTL shipments over current methods. Equally important, the service offers the small shipper a complete transportation package which eliminates many of the complexities that discourage or hinder small and medium-sized American companies from selling their goods in foreign markets."

GN, NP set for stockholders' vote on merger

Shareholders of Great Northern and Northern Pacific will meet separately March 14 in St. Paul to pass on the final terms under which the Great Northern Pacific & Burlington merger will be constructed. Little opposition is expected on the GN side. But a dissident group of NP stockholders has been fighting the merger terms before the ICC over treatment of the company's natural-resource properties, and NP management last week issued an open letter to stockholders explaining again the reasons for including the non-rail properties in the merger rather than spinning them off before consolidation. NP points out that the ICC has found that dissidents' plan to be "without merit and unfair to Northern Pacific stockholders." The merger as proposed, Chairman Robert S. Macfarlane and President Louis W. Menk declare, "will permit you to retain an interest in your natural resources. These resources will provide an important asset to the new company."

BRT man heads revamped D.O.T. safety unit

The reorganized Bureau of Railroad Safety in D.O.T.'s Federal Railroad Administration is headed by M. E. Rogers, who has been chairman of the Brotherhood of Railroad Trainmen's Ohio Legislative Board. Rogers assumed his duties as director of the Bureau on March 1. Deputy Director will be Howard Longhurst, who has been acting director since the safety functions were transferred to D.O.T. from the ICC. The reorganized Bureau wiill consist of five major divisions—Engineering and Accident Analysis, General Safety, Locomotive Safety, Signals and Train Control, Hazardous Materials. Before the revamp got under way, the Bureau consisted of two divisions—Locomotive Inspection and General Railroad Safety.

Truck tonnage slips 2% for the week

Intercity truck tonnage in the week ended Feb. 17 was 2% below that of the previous week, and 1.8% below the volume in the corresponding week of 1967, according to American Trucking Associations.

AS THE EDITOR SEES IT

SETBACK IN SEATTLE—Transit Editor Joe Asher's analysis of the recent gloomy turn of events in Seattle (page 8) should not be construed as a post-mortem; the patient is not dead. The transit bond issue that came to grief somewhere between the rocks of too-little and the whirlpool of too-late is going to be resubmitted to the voters. Observers close to the scene feel that it stands a good chance of safe passage the second time around. But what happened in Seattle on Feb. 13 could have adverse effects elsewhere, whatever happens there a year from now. Transit advocates in Atlanta, Los Angeles and Baltimore, to name just three cities still on the brink, are known to be concerned that the fallout from Seattle could affect their own plans. Lessons learned so harshly should not be forgotten—if, indeed, they have been learned at all.

WHAT WENT WRONG?—Despite the tireless leadership provided by Mayor J. D. Braman and the citizens group that called itself Forward Thrust, events seemed to conspire against the Seattle bond issue. There were (say those viewing the debris) too many issues—13—on the ballot. The transit part of the bond program was the most expensive single item. There was too short a time between the consultants' recommendations and the voting date (November 1967 to February 1968). Opponents made heavy and damaging use of the problems that have beset BART in San Francisco. These were problems that can be—and will be, we believe—corrected before the next vote.

DID SUPPLIERS DO THEIR PART?—But another question was being raised in Seattle last week: Did the transit industry itself—specifically, the suppliers—do their part in the educational campaign that is necessary, anywhere in the world, to appraise auto-oriented voters of the economics of a truly balanced transportation system, which would complement autos with steel wheels on steel rails? One memo circulating privately last week said the answer was "no."

A JOB HALF DONE—We commented editorially, in our Jan. 1/8 issue, on the great job suppliers have done so far in alerting the nation to the economic common sense inherent in rail rapid transit—and at the same time expressed the fear that certain of these suppliers, discouraged by all-talk-and-no-action, were drawing back. We said then: "Half-way to success is no time to let up." Did the transit supply industry let up too early in Seattle? Can we do better in Los Angeles, Atlanta and Baltimore? The question may be as important as any facing the transit industry.

—Luther S. Miller

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TRANSIT ROUNDUP

RIDERSHIP UP IN TORONTO: Preliminary reports of the Toronto Transit Commission show that revenue passengers came to 314.4 million in 1967—up more than seven million from 1966. Subway riding was 136 million passengers—up 18.6 million over 1966. It's expected that TTC will show a profit for the year of approximately $2.8 million.

WASHINGTON GETS READY: The Washington Metropolitan Area Transit Authority is getting closer all the time to actual digging. The official designation "Metro" for the system was agreed on, a contract went to Gibbs & Hill for design of WMATA's train control and communication systems, and four design contracts were awarded: One to Ammann & Whitney and Kent-Copper & Associates for design of the Judiciary Square station and 2100 ft of connecting tunnel; one to Kaiser Engineers for the Dupont Circle station and 5000 ft of tunnel; one to Tippetts, Abbett, McCarthy, Stratton for 2550 ft of twin-tube tunnels; one to Rummel, Klepper & Kahl for an 1800-ft tunnel section.

James P. Gleason of the Washington Suburban Transit Commission was elected WMATA Board Chairman for 1968; Frederick Babson of the Northern Virginia Transportation Commission was named First Vice Chairman.

SEPTA KEEPS UP SERVICE LEVELS: A $4.6 million contract with the Reading and a $3.5 million contract with the Penn Central were concluded by the Southeastern Pennsylvania Transportation Authority, to continue contract commuter service. The contracts run through June 30, and are retroactive to last July 1.

NEW LINES FOR CLEVELAND? The Department of Housing and Urban Development announced it will contribute 50% toward the $206,000 cost of a study of downtown transportation needs. Cleveland Transit System, which is participating in the study, has long called for construction of additional lines in and to downtown.

BALTIMORE LIKES SKYBUS—After study of a number of contrasting rapid transit plans, Baltimore city officials indicated that they would adopt the Transit Expressway concept developed by Westinghouse Electric on a test track near Pittsburgh.

Maryland's Governor Spiro T. Agnew joined with the Baltimore Metropolitan Area Council in endorsing the Skybus concept, based on recommendations of the Baltimore Mass Transit Steering Committee and joint-venture consultants Kaiser Engineers/Daniel, Mann, Johnson & Mendenhall.

BUT HOW DO YOU SPEND IT? At the same time that voters shelved the $385 million bond issue in Seattle, the Department of Housing and Urban Development was making an additional $150,000 grant to aid in comprehensive planning, including the transit system. It's not clear at this point what will happen to the money; in all likelihood, planning will go ahead, against the day when the transit measure can be resubmitted to the voters (see p. 8).

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VIEWPOINT

Will labor help the railroads 'carry the freight'?

If and when the obituary is written for the long-haul passenger train, a number of causes of death will be cited. High on the list will be the wasteful utilization of labor, and the costs involved in that waste.

Passenger service, however, is no longer the primary problem. Freight service is. And the same waste that helped weaken the passenger business is now showing up more and more clearly on the freight side of the operation.

What happens tomorrow is anybody's guess. But one thing seems certain: If labor agreements are not modernized, and if wage rates continue their year-after-year rise, freight service will be in deep, deep trouble—and soon.

Crew-consist requirements are one aspect of the problem, of course. But even more disabling, over the long haul, may be the shocking waste of manpower and money which is exposed in all its inglorious-ness by an operation such as Santa Fe's "Super C," which requires the services of 18 separate train crews on its 2,200-mile, 40-hour-or-less sprint between Chicago and Los Angeles.

The bare facts of the situation are grim enough. But it's the interpretation of those facts, in the context of competitive economics, that turns strong men weak.

In blunt terms, the economics are changing. As Santa Fe President John S. Reed puts, it, railroads "are narrowing their cost advantages by trending toward shorter and faster freight trains to meet competitors who, by contrast, are utilizing larger and larger trucks and planes of a size only dreamed of just a few years ago."

Reed is understandably concerned. The industry, he believes, "must do something to strengthen the inherent cost advantage that the railway train has historically possessed." If it doesn't, he argues, the combination of outmoded work practices and pyramiding wage costs "can cause the economics of freight trains to trend toward the same sad patterns of our passenger trains."

By any reckoning, one change that has to come is a change in the work/compensation relationship. There has to be, in other words, a stretch-out of the so-called 100-mile day—which, in an operation like "Super C," finds certain crew members completing their "day" in about an hour and a half.

THE FATE OF THE INDUSTRY IS AT STAKE

Union people know, deep down, that the old work-to-pay ratios won't last, can't last—if the industry is going to last.

So, the question becomes a rather simple one: What are management and labor going to do to promote, if not maximum efficiency, at least a far greater degree of efficiency than that enjoyed today?

Almost nine years ago, management made a beginning effort. Its move was met head-on by the organizations. Stretch-out proposals were turned over to the Presidential Railroad Commission, along with the rest of the work-rules dispute. They got lost in the shuffle, as the case wound up as a fireman-off, crew-consist affair.

That's one failure—but, as John Reed tersely adds, "That's no reason for not making another try, no matter how much resistance is encountered."

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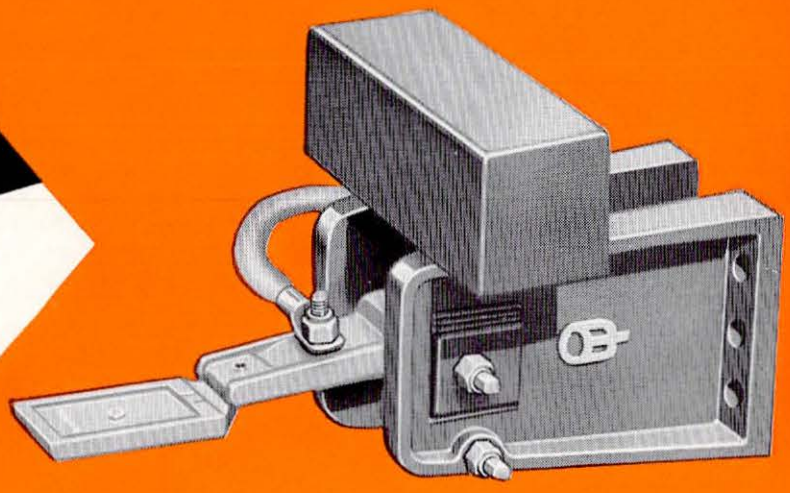

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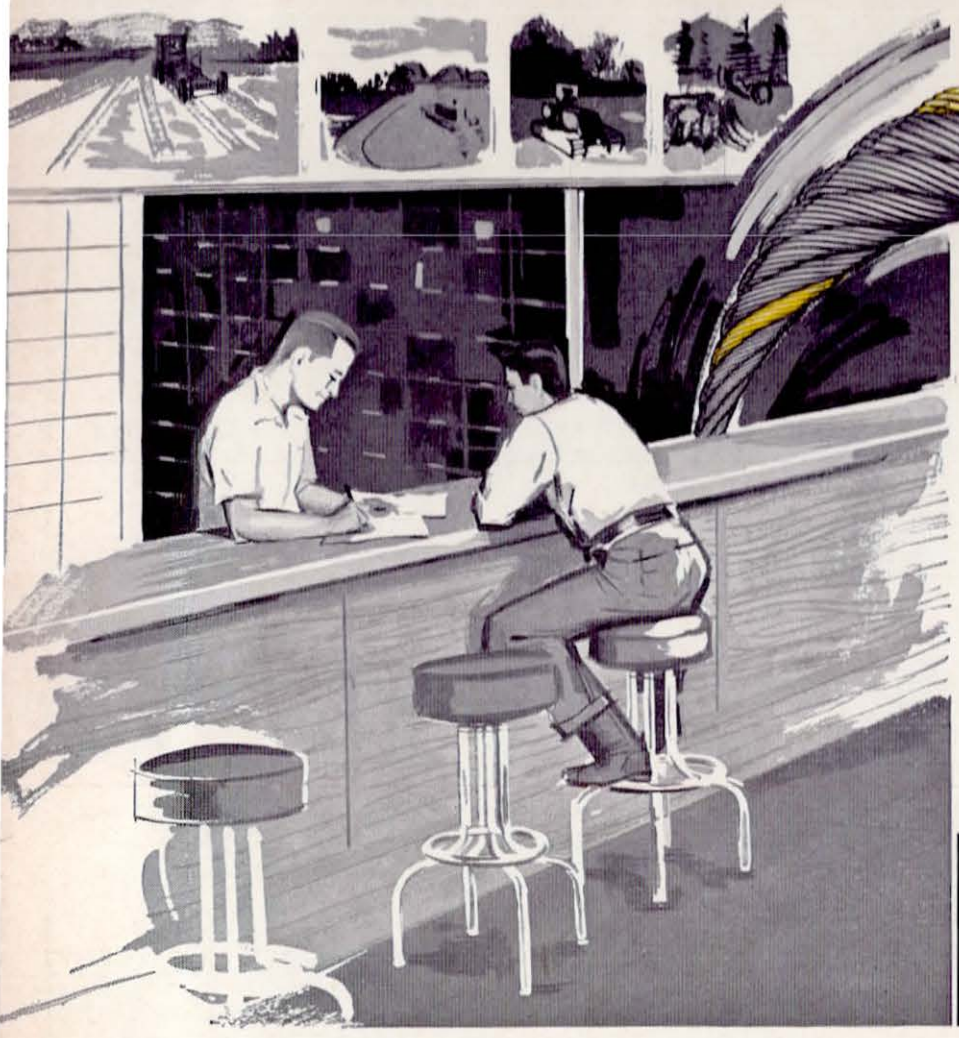

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